

12:18 August 2015
No. 1,383 | £2.90

BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

Auto EXPRESS

THE CAR NEWS WEEKLY

NEW CLIO RS **MEGA TEST**

Has Renault finally got it right to beat Fiesta ST and 208 GTi?



NEW HONDA CIVIC

EXCLUSIVE IMAGES

Sleeker looks and more
tech for Brit-built hatch



PLUS

Disco Sport **diesel**

Jag XE engine is perfect fit for Landie



Hot Fiat SUV **on way**

500X set to get the Abarth treatment



Aston **GT12** driven

595bhp Vantage's a real thriller



33>
9 770954 886234
www.autoexpress.co.uk

REVEALED How to cut your motoring bills **TESTED** Best budget SUVs



See more with the Audi Vision app. Download it from the App Store or Google Play, and scan this page.

Official fuel consumption figures for the all-new Audi TT and TTS Roadster range in mpg (l/100km) from: Urban 29.7 (9.5) – 55.4 (5.1), Extra Urban 44.8
Optional wheels may affect emissions and fuel consumption figures. Image is for illustrative purposes only.

Audi
Vorsprung durch Technik



297 billion reasons to test drive the all-new Audi TT Roadster.

It's not just features like the electric hood that opens or closes in 10 seconds. Nor the Audi Virtual Cockpit and optional Super Sports seats with head level heating. In fact, there's a whole sky full of reasons to experience the sheer drama of open-top driving – on a test drive in the all-new Audi TT Roadster.

Find your nearest Audi Centre at audi.co.uk/ttroadster



(6.3) – 72.4 (3.9), Combined 37.7 (7.5) – 65.7 (4.3). CO₂ emissions: 174 – 114g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

NEW PEUGEOT 208 RE-ENERGISED



New Peugeot 208 Allure with introductory offer:*
Active City Brake | Satellite Navigation | Reversing Camera



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO₂ 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Menthol White exterior personalisation pack at £15,940. *This offer is applicable to retail sales only and not on fleet or business purchases. This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed: 1st June – 30th September 2015. No cash alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

NEW PEUGEOT 208

MOTION & EMOTION



PEUGEOT



8 Exclusive images and details as Honda turns on the style on next-generation Civic



10 Aston's 595bhp Vantage GT12 driven...



13 ...plus UK could build DBX crossover



34 We drive Disco Sport with 2.0 XE diesel



48 New Clio RS faces Ford Fiesta ST and Peugeot 208 GTi

Online this week



First drive verdict on new diesel Cherokee

THE Jeep Cherokee has never quite won the hearts of UK buyers. In a market awash with fine-handling crossovers, it's fallen just short of the mark.

So will a new 197bhp 2.2-litre diesel engine be enough to transform it into a genuine contender? We'll be driving it for the first time to find out.

Head online now for our definitive verdict, and see if the Cherokee can finally bring the fight to Mazda's CX-5 and the Volkswagen Tiguan.

**For more visit
autoexpress.co.uk**

Newsweek

COVER New Civic revealed	8
Exclusive images as Honda turns on style for new hatch	
COVER Vantage GT12 driven	10
We get behind the wheel of 595bhp racer for the road	
Aston SUV could be built in UK	13
Boss discusses plans for DBX, plus new supercar	
COVER Fiat plans hot 500X	14
Abarth poised to turn up the heat on SUV	
Suzuki Baleno returns	17
First picture of 'big Swift' set for Frankfurt show	
New 5 Series Touring	18
BMW family carrier spied. Plus new X1 hybrid	
Totting up scandal	20
A third of drivers with 12 points escape a ban	

Features

Cut your motoring bills	28
Our expert advice on how to keep costs to a minimum	
Rise of the rodders	32
We visit festival that's created a real stir on the hot rod scene	

New cars

COVER Discovery Sport 2.0 diesel	34
Ingenium engine from XE transforms Land Rover	
S-MAX hits Britain	36
First UK drive of Ford's classy new people carrier	
Mercedes V-Class	38
Van-based MPV hits the road. Plus entry-level GLC SUV	
Audi A1 1.0 TFSI	40
Verdict on Audi's first three-cylinder engine	
Volvo V60 Cross Country	42
New estate blends premium appeal with off-road ability	
Mazda MX-5 2.0	45
Higher-powered roadster driven on UK roads	

Road tests

COVER Pocket rockets mega test	48
Revised Renaultsport Clio takes on Fiesta ST and 208 GTi	
SsangYong Tivoli vs Suzuki Vitara	58
Which is the best crossover bargain? We reveal all	
Our cars	66
Updates on the Fiat Panda Cross and VW Golf GTI	

Products

New on the shelves	72
Latest gadgets, including a clever tyre pressure monitoring kit	
Car covers tested	76
Which is best to keep your car in pristine condition?	

Buying cars

Toyota Yaris buyer's guide	80
How to get your hands on reliable supermini for only £5,000	
New car prices	86
All the info you need before you head to the showroom	

Regulars

Consumer news	26
Watchdog solves your problems, plus you have your say	
Get Auto Express every week	56
How to net a great deal on your favourite magazine	
Sport	96
Nissan delays WEC race return, plus latest news	
Back chat	98
Mike Rutherford on dreadful service from dealers	



RENAULT
Passion for life

Renault CLIO

Restart your heart



Renault Summer Season

Integrated Touchscreen Navigation

0% APR
representative

From £149 per month

Discover stunning offers across the range

Book your test drive at renault.co.uk

The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Monthly payment shown based on £2,247 customer deposit with £400 deposit contribution, 36 monthly payments of £149, and an optional final payment of £5,664. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status, over 18s (excluding the Channel Islands). Terms and conditions apply. Visit renault.co.uk for full details. Offer cannot be used with other offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595. Excludes Expression and Renaultsport models.



Editor-in-chief: Steve Fowler

Deputy editor: Graham Hope

News

Associate editor: Jack Rix

News editor: James Batchelor

Deputy news editor: Richard Ingram

Senior news reporter: Jonathan Burn

News reporter: Lawrence Allan

Road tests

Road test editor: James Disdale

Deputy road test editor: Dean Gibson

Senior road tester: Sean Carson

Road tester: Lesley Harris

Consumer

Consumer editor: Joe Finnerty

Consumer reporter: Martin Saarinen

Consumer writer (products): Cat Dow

Production

Managing editor: Stuart Morton

Production editor: Sarah Murray

Sub-editor: Stuart Newman

Digital

Website editor: Steve Walker

Editor-at-large and

head of motoring video: Mat Watson

Video reporter: Rebecca Chaplin

Senior web producer: Sam Naylor

Content editor: Tom Goodlad

Carbuyer editor: Stuart Milne

Carbuyer web producer: Ed Wiseman

Carbuyer sub-editor: Stephen Erity

Carbuyer content editors: William Morris, Jake Groves

Design & Pictures

Art director: Darren Wilson

Deputy art editor: George Vedmore

Designer: Danny Brown

Picture editor: Dawn Grant

Senior photographer: Pete Gibson

Staff photographer: Otis Clay

Special Contributors

Steve Sutcliffe, Mike Rutherford,

Kim Adams, Andreas Conradt, Peter Lyon,

Michael Donlevy, Sarah Bradley, Julie Sinclair

Advertising & Promotions

Brand director: Sarah Johns

Business development manager: Shaza Agabani

Advertising manager: Helen Ruane

Account manager: Neale Salt

Senior sales executive: Alexander Rumble

Research director (Driver Power): Seema Hope

Senior production executive: Daniel Stark

Inserts: Abdul Ahad

Head of digital: Elaine dela Cruz

Managing director: Julian-Lloyd Evans

Publishing director: James Burnay

Newstrade manager: David Barker

Digital marketing manager: Anna Marley

Marketing executive: Grace Wilson



Dennis Publishing Ltd

Group managing director: Ian Westwood

Chief operating officer: Brett Reynolds

Group finance director: Ian Leggett

Chief executive: James Tye

Company founder: Felix Dennis

CONTENT SYNDICATION SALES

Our content is available for syndication.

E-mail ryan_chambers@dennis.co.uk

or call 020 7907 6132 for more details.

© Copyright Dennis Publishing Limited.

Auto Express is a trademark of Felix Dennis.

Auto Express is published weekly by Dennis Publishing Ltd. Company

registered in England, number 1138891. This publication may not be

reproduced or transmitted

in any form or in part without the written permission of

the Publishers. Registered as a newspaper at the

Post Office. Pictures submitted to Auto Express

are sent at owners' risk. While every care is taken,

neither Auto Express nor its agents accept any liability

for loss or damage. Originated on Apple Macintoshes. Repro by Mullis

Morgan. Printed by Benham Goodhead Print, Bicester. Distribution:

Seymour, 2 East Poultry Avenue, London EC1A 9PT. Tel: 020 7429 4000,

Fax: 020 7429 4001. Website: www.seymour.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars

are driven to the limit and performance tested using Racelogic VBOX

computer timing equipment. Auto Express also assesses the cars over

many miles of mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the
Auto Bild Group network of magazines



The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

As sales soar, there's another new niche coming your way



AE THE Society of Motor Manufacturers and Traders' monthly registration figures have been on an upward trajectory for 41 months now, and the latest set of results, for July, continued the success story. A total of 178,420 cars were registered – up 3.2 per cent on the same month last year.

The year-to-date total is 1,555,309 – an increase of 6.5 per cent – which includes a record-breaking first six months of 2015, where registrations in the UK reached an all-time high.

Buried in the release which accompanied this good news was a startling statistic which showed that the market for crossovers and SUVs has increased by 88.5 per cent over the past decade.

Yes, you read that right. 88.5 per cent! Arguably the car that kick-started this revolution was the Qashqai, and I can well remember the doubt that greeted Nissan's initial announcement it was ditching hatches for SUVs. There was a similar level of scepticism when BMW launched the X6, a coupé-SUV few thought would work. Now, of course, this area of the market is expanding rapidly, too.

So it's worth bearing all that in mind when you read our story this week that a new breed of sporty, performance SUVs is on the way.

Abarth's 500X (above) is likely to be among the first of a series of models aimed at creating another niche in the ever expanding new car market. Sure, Abarth is a relatively minor player in Britain, but I know from speaking to sources at a number of huge-selling mainstream brands that there are seriously big players considering a move into this territory.

Of course, in theory a tall, high-riding performance car shouldn't really work. But, as the SMMT figures show, the industry has been very adept at turning unlikely ideas into sales successes. It'll be fascinating to see if it's hit on another surprise winning formula.



GRAHAM HOPE
Deputy editor

Graham_Hope@dennis.co.uk

Contact us

Dennis Publishing Ltd,
30 Cleveland Street,
London W1T 4JD

[facebook.com/autoexpress](https://www.facebook.com/autoexpress)
[@AutoExpress](https://www.twitter.com/AutoExpress)
[youtube.com/autoexpress](https://www.youtube.com/autoexpress)

Subscription enquiries 0844 844 0026

E-mail firstname_lastname@dennis.co.uk

News 020 7907 6211

Consumer 020 7907 6204

Tests 020 7907 6215

Products 020 7907 6212

Fax 020 7907 6234

Advertising 020 7907 6745

Advertising E-mail

ads@autoexpress.co.uk

Subscribe and save 48 per cent

Get all the motoring news EVERY week

Subscription to Auto Express and save 48% on the shop price. See Page 56.

Call 0844 844 0026

Basic annual rate UK: £79.99 Europe: £110 Rest of world: £180

Online subscriber service Change your address and renew your subscription at

www.subsinfo.co.uk

Subs E-mail autoexpress@servicehelpline.co.uk

Auto Express app free on your iPad

- Start reading on your iPad for free
- Get news and content updates throughout the week
- Even more car news straight to your iPad
- Plus first drives, road tests and reviews, and exclusive video content, too



www.subscribe.autoexpress.co.uk/print-ipad

Tell us about your car

Driver Power is the UK's biggest motoring satisfaction survey. Every year we need you to tell us about your car. Good or bad, your feedback helps us tell EVERY motor manufacturer what YOU want... and believe us, they're listening!



Have your say... take the survey

www.autoexpress.co.uk/driverpower



- **Exclusive images show sharp new look for Mk10 family car**
- **Promises more space and stronger efficiency to match style**

**James Batchelor**

James.Batchelor@dennis.co.uk
@JRRBatchelor

AE AFTER years in the wilderness, Honda is enjoying a renaissance, with a new line-up aimed at winning back the hearts of prospective customers and diehard fans.

We've seen the first fruits with the new Civic Type R, NSX supercar, Jazz supermini and HR-V supermini-SUV. But to maintain the momentum, the brand's already working hard on the next Civic and attempting to put right what the current model got wrong – and our exclusive images show how it could look.

The 10th-generation Civic will appear in 2017 with the aim of beating competition from the Ford Focus and Volkswagen Golf – a feat Honda hasn't achieved for the past decade. It'll be more efficient, more spacious and boast market-leading safety technology. Even better, it'll still be built in Britain.

The company is pumping more than £200million into its factory in Swindon, Wilts, for Civic production. CR-V production is moving to Ontario in Canada so Swindon can focus on ensuring the Mk10 is the best it can be; it will become the hub for Civic production, building all models for Europe and a number of key markets globally.

Our images show how the car should look, ditching the current version's divisive design for something far sleeker and more stylish. Honda dropped its biggest hint of how the next Civic was shaping up at April's New York Motor Show. The Civic Concept was a two-door coupé,

and while the car previewed was for markets like the US, it gave strong indications of how the Europe-bound Mk10 five-door will look.

It features an aggressively styled front end with sleek headlights and a prominent Honda badge. It's likely to get a more coupé-like roofline with a stubby rear end and distinctive tail-lights. Inside, the current car's cluttered layout should make way for a more ordered dashboard, with a large central touchscreen replacing the confusing split-screen arrangement. But the distinctive dials will likely be carried over. It should also be roomier, particularly in the back.

Under the skin, it will be built on a new platform which will spawn saloon and coupé models – but the UK won't get these. A swoopy Tourer estate is likely to arrive in 2018 and a hot Type R model with over 350bhp should follow soon after, too.

Our spies have captured the car out on development drives, and while the black model (pictured below) hints at the styling, it's more of a test bed for the next Civic's powertrain technology. It's expected to use Honda's new 1.5-litre i-VTEC petrol, which recently debuted in the HR-V, plus a British-built 1.6-litre diesel. There'll also be the choice of six-speed manual or CVT boxes. A larger 2.0-litre turbo petrol could replace the current 1.8 and is set to form the basis of the next Type R. When the Civic goes on sale in 2017, it should start at close to the existing car's sub-£16,000 price tag.

Civic Concept seen at New York show hinted at styling of new model



SPIED



ON TEST

Our spies have caught heavily disguised Mk10 Civics being put through paces on road. It has a new platform, plus choice of new engines



EXCLUSIVE IMAGES

Next Honda

- **Tenth-generation family hatchback is set to get**

"It'll be more efficient, more spacious and boast market-leading safety tech. Plus, it'll still be built in Britain"



BOLD LOOK Our exclusive images reveal sharp shape of Mk10 Civic, with coupé-like roofline and sleek headlights



Civic turns on the style

a dramatic new look – and it'll still be built in Britain



Poblete

BACK A WINNER

Stubby rear end could be another major talking point, while inside, Honda is set to ditch divisive split dashboard

■ **Behind the wheel of stripped-out special for the first time**

■ **Lightweight parts make it 100kg lighter than Vantage S**



Richard Ingram

Richard_Ingram@dennis.co.uk
@rsp_ingram

AE SINCE the Aston Martin Vantage arrived 10 years ago, the brand has launched various V8 and V12 road cars – as well as Zagato specials and racy models like the V8 N430 – but it's saved the best for last.

The Vantage GT12 is a race-derived special dedicated to the company's success in the global GT3 race series. It features the same engine as the V12 Vantage S, yet power has been increased from 565bhp to 595bhp and torque is up from 620Nm to 625Nm.

It's unmistakable from the outside, with a huge carbon-fibre spoiler, a wider body, flared sills and wheelarches, plus carbon-fibre bumpers, bonnet and splitter, while the unique ceramic-coated tailpipes are nestled within a ground-hugging rear diffuser.

Climb inside, and it doesn't feel like a stripped-out special. Sure, our model came fitted with nearly £25,000 worth of options, but it features swathes of leather and Alcantara, exposed carbon-fibre door panels and magnesium shift paddles.

All cars get DAB, Bluetooth and sat-nav, yet the retractable screen has been replaced with a fixed one to save precious grams. In fact, the GT12 is around 100kg lighter than the V12 S thanks to lightweight components.

Push the starter button, and you're greeted by that familiar yet outrageous bark from the naturally aspirated V12. The box is a seven-speed automated manual, while the car is just as easy to drive as any other Vantage. At idle, the engine burbles away, but it settles at low speeds and ensures you won't need to wear earplugs.

Head out on to an open road, plant the throttle and the revs build faster than your brain can compute. Acceleration is brutal, with a kind of instantaneous response missing in today's raft of turbo V8s.

Engaging Sport mode sharpens everything up, although Aston has left the adaptive Bilstein dampers with their own control, so you can enjoy the heightened exhaust note and sharper steering without a bone-shaking ride. The steering is perfectly weighted and brimming with feedback, while the driving position is spot-on.

As you'd expect for £250,000, carbon-ceramic brakes are standard and provide immense stopping power from any speed. Despite the huge 19-inch wheels with 325 section Michelin Pilot Super Sport tyres at

"Revs build faster than your brain can compute. Acceleration is brutal"



Aston delivers remarkable grip in corners

Essentials

Aston Martin Vantage GT12

Price:	£250,000
Engine:	6.0-litre V12
Power/torque:	595bhp/625Nm
Transmission:	Seven-speed automated manual, rear-wheel drive
0-62mph:	3.7 seconds (est)
Top speed:	185mph
Economy:	19.8mpg
CO₂:	332g/km

ON SALE **Sold out**



EQUIPMENT All cars get sat-nav, as well as DAB and Bluetooth, although GT12 ditches the retractable screen in favour of a fixed set-up to save weight



DASHBOARD Main controls are dotted across the centre console, including buttons for the adaptive dampers, gearbox and traction control

POWER GT12 handles brilliantly and has seemingly endless punch, with 595bhp and 625Nm of torque – significantly up on the Vantage S

FIRST DRIVE

We drive thr

■ **Racer for the road delivers 595bhp to take Vanta**



Aero package adds huge fixed rear spoiler and special diffuser, as well as flared front wings



illling Aston Vantage GT12

ge out with a bang, and we get behind the wheel



GT12 is dedicated to the success brand has enjoyed in global GT3 race series

the rear, the ride is just the right side of firm, with enough play for motorway journeys.

Where the GT12 comes alive, though, is on a twisting country road, because despite its race-car-for-the-road styling, it's not nearly as intimidating or back-breaking as it looks. On dry roads, lateral grip is astonishing and it never feels nervous or twitchy. Given a track and a set of tyres to wreck, it could happily play the hooligan, but it feels like a car that puts road driving first.

However, it's not all good news. The car is still let down by its jerky automated manual gearbox, which hesitates on upshifts – even under gentle acceleration. While you can

remove some of the kick by lifting off as you change gear, we've become so used to DSG and PDK boxes with their rifle-bolt shifts that the V12's archaic auto is now in desperate need of replacement.

But the major sting is that every one of the 100 GT12s is already sold. It's a fitting farewell to one of the most iconic Astons of modern times, and proves that even after 10 years, the Vantage is still one of the purest, finest-handling sports cars money can buy.

Auto Express Verdict

THE GT12 builds on what was already the finest Aston Martin for decades, with even more power from that rev-happy, aurally thrilling 6.0-litre V12. The automated manual gearbox is still a drawback, but if you find yourself on a piece of open, twisting road, you forget all about it.



Driver-focused interior blends leather, Alcantara and carbon fibre to beautiful effect



Innovation
that excites

AWARD-WINNING FAMILY CAR. HEART-WINNING OFFER.

HAVE IT ALL



NISSAN PULSAR VISIA DIG-T 115

16" Diamond Cut Alloy Wheels
5" High Definition Full Colour TFT Screen
Cruise Control with Speed Limiter

£159 A MONTH | **0% APR** REPRESENTATIVE | **2 YEARS'** FREE SERVICING*

nissan.co.uk/haveitall

PCP REPRESENTATIVE EXAMPLE

24 MONTHLY PAYMENTS	ON THE ROAD CASH PRICE	CUSTOMER DEPOSIT	TOTAL AMOUNT OF CREDIT	DURATION OF AGREEMENT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	RATE OF INTEREST P.A. (FIXED)	0% APR REPRESENTATIVE
£159	£15,995	£4,202.60	£11,792.40	25 Months	£7,976.40	£15,995	0%	

Pulsar range: URBAN 36.7-68.9mpg (7.7-4.1L/100km), EXTRA URBAN 58.8-85.6mpg (4.8-3.3L/100km), COMBINED 47.9-78.5mpg (5.9-3.6L/100km), CO₂ emissions 138-94g/km.

Offer valid until 30 September 2015 at participating dealers only and subject to vehicle availability. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk/termsandconditions or your local dealer for full details. Model shown is Pulsar Visia at £159 per month with additional metallic paint at £500. Offer based on 10,000 miles pa, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence. For terms and conditions relating to Nissan technologies visit www.nissan.co.uk/technologyT&Cs. Always drive carefully and attentively. *Free servicing for 2 years is available when financed on 2 years' 0% APR PCP Nissan Finance Product and servicing must be by a franchised Nissan dealer at specified intervals. Mileage limits from 37,500 apply - please see www.nissan-offers.co.uk/termsandconditions for servicing intervals. MPG figures are obtained from laboratory testing, in accordance with 2004/3/ EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.) Information correct at time of going to print. Model shots shown are for illustration purposes only. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.

Andy Palmer unveils the DBX Concept at Geneva show



OFFICIAL

UK in running for new Aston plant

■ **Boss Andy Palmer considers 10 locations to build new crossover**
 ■ **PM lobbying for UK, with Welsh location believed to be a contender**



Ken Gibson
 mail@autoexpress.co.uk

AE ASTON Martin's CEO, Andy Palmer, laid out his vision for the brand's future at the Geneva Motor Show in March, but that was the easy part. Now he faces a crucial decision on where future models will be built.

Speaking exclusively to Auto Express, Palmer told us that the firm was assessing several locations where it would build its first-ever 'crossover' model, based on the DBX Concept seen at Geneva. He confirmed that the locations included sites in the UK, across Europe and in America.

He added that Prime Minister David Cameron has told him he wants the new

model to be built in the UK and he is prepared to make a facility, possibly in Wales, available to Aston.

"We have over 10 locations interested, including the UK, Europe and America. Where we choose will depend on how hard people are prepared to work to bring Aston to their country," Palmer said.

Aston needs the extra facility, as the main Gaydon plant in Warks will be at full capacity building sports cars. But before he chooses the location, Palmer says he has to decide whether the new model will be based on an Aston platform or another maker's platform.

One option is to choose a Mercedes SUV platform – Aston already has a partnership with Mercedes on engines. If Aston took



Current Gaydon factory will be at full capacity building sports cars, so Aston will require a new facility

"Andy Palmer confirmed the firm was assessing several locations, including sites in UK, Europe and US"

that choice the car would probably be built in Alabama, where Mercedes has a factory.

A decision will be made by October. Said Palmer: "My head says build the factory where it is most profitable, my heart says in the UK. Wherever the crossover is built, it will be a game changer for Aston."

Options remain open on supercar project

ANDY Palmer also spoke for the first time about rumours that Formula One design legend Adrian Newey might be developing an extreme roadgoing supercar with Aston, previously referred to by Palmer as "an ultimate sports car".

He said: "There is rarely smoke without fire. I have talked openly about a flagship supercar and a number of studies, including designs, are going on, but the speculation about Adrian Newey does not come from us."

"Do I like the idea of Adrian Newey doing a road car with Aston? Yes. He is a man with a legacy to leave, but there is no authentic programme with him, yet."

Palmer added that if the supercar project went ahead, it was a long way off. "We hope to make a decision by the end of the year, but we won't rush the

BIG HITTER
 DP-100 could lend design cues to Aston supercar – and will Newey (below) be involved?



OFFICIAL



"Do I like the idea of Adrian Newey doing a road car with Aston Martin? Yes. But the speculation does not come from us."

ANDY PALMER Aston Martin CEO

decision." Aston's mid-engined 2014 DP-100 concept (pictured), despite being a physical scale model, was designed primarily for the Gran Turismo computer game. But the firm's design director Marek Reichman has hinted elements of it could preview how future extreme Astons will look.



500X set for 200bhp A



James Batchelor
james_batchelor@dennis.co.uk
@JRRBatchelor

■ **Performance crossover to join 124 Spider in new Abarth range**

AE FIAT'S performance arm Abarth has been relatively quiet of late, but it's set to turn up the heat with an all-new car – and an unusual one at that. We've already revealed the brand's plans to create its own extreme version of the forthcoming Fiat 124 Spider (Issue 1,380, pictured right), yet the new product launches won't stop there.

The company is evaluating which Fiat will next spawn an Abarth variant, and according to bosses, the curvy 500X is near the top of the pile. "Besides the 124 and 500, we are thinking about an all-new addition to the line-up," Alfredo Altavilla, Fiat Chrysler Group chief operating officer, told us. "The 500X is one of the options being considered."

Should an Abarth 500X get the green light for production, it would allow Abarth, and therefore Fiat, to not only grab a larger slice of the massively profitable crossover

class, but also get a strong foothold in the underdeveloped performance crossover market – a stomping ground for the Nissan Juke Nismo RS and MINI's Countryman JCW.

Our exclusive main image shows what we could expect from the racy new Abarth. The Fiat 500X's high-riding stance will be lowered, with chunkier bumpers, deeper side skirts and larger wheels all helping to make the hot model look meaner.

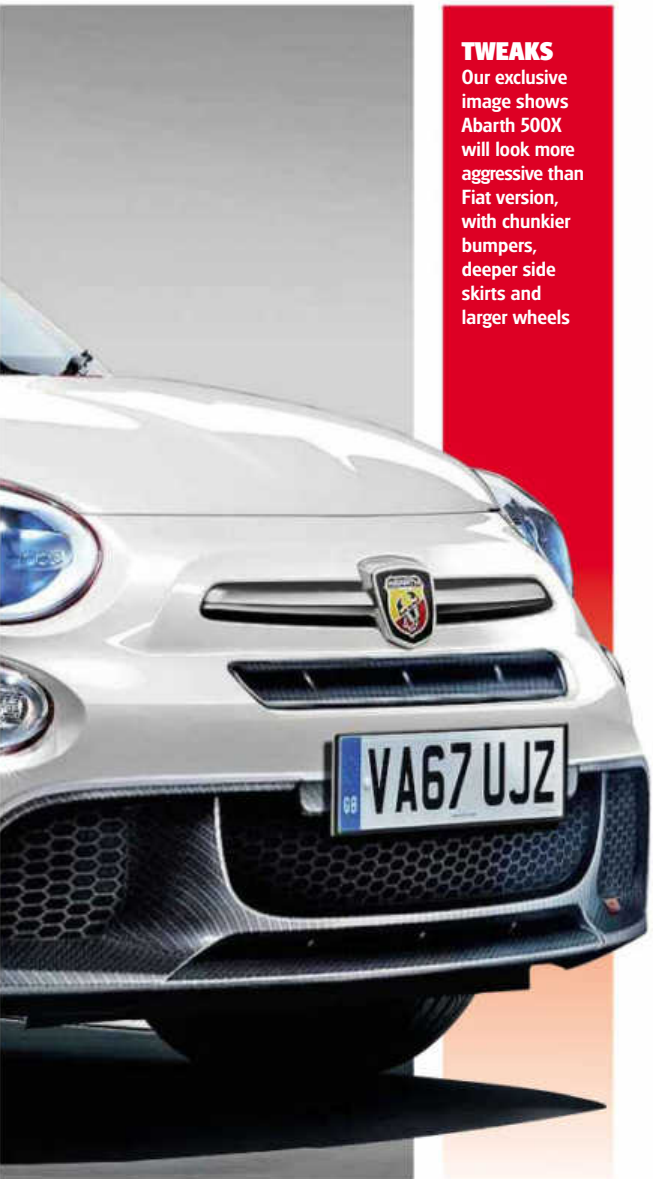
Twin tailpipes, a large rear spoiler and an under-bumper diffuser will complete the radical overhaul, while inside, expect deep bucket front seats, extra sports dials and gauges, as well as plenty of 'Scorpion' badges.

Under the bonnet, the Abarth 500X could use the same 1.75-litre turbo Alfa Romeo 4C engine that's set for the 124 Spider. As in the two-seater, this is likely

■ **EXCLUSIVE IMAGES**



Poblete



Milos Dvorak

TWEAKS

Our exclusive image shows Abarth 500X will look more aggressive than Fiat version, with chunkier bumpers, deeper side skirts and larger wheels

HOT CROSSOVERS

500X RIVAL Nissan is reportedly set to apply its Nismo performance treatment to the Qashqai crossover, with a tuned version of the 1.6 DIG-T engine delivering over 215bhp

IT'S easy to see why a performance 500X is on the way. Nearly 10,400 examples of the standard model have found homes in Europe in the first part of 2015, and with sales in the small SUV crossover sector set to grow to 1.3 million a year in Europe by 2020, performance versions will have lots of potential customers to aim at.

That's why Nissan is reportedly readying a Nismo version of its best-selling Qashqai crossover, powered by a tuned 1.6-litre DIG-T engine producing significantly more than the 215bhp Juke Nismo RS. Its sister car, the Renault Kadjar, is also preparing for a Renaultsport makeover.

Qashqai will join Juke Nismo RS in Nissan's performance range

**news in brief****Mopar extras spice up new Fiat 500X**

IF you can't wait for the Abarth version, the new Fiat 500X is now available with a range of Mopar customisation options.

Owners of the crossover (above) will be able to choose from over 100 exterior and cabin personalisation add-ons, from decals, bonnet stripes and chrome packs to new 18-inch alloys, all in a variety of colours. More practical options include bike racks, a detachable towbar and custom ski-carrying roof bars. The features are available at Fiat dealers.

Self-steering set-up for Tesla Model S

TESLA is about to launch further updates for its Model S, including a new semi-autonomous 'highway autosteer' function.

CEO Elon Musk tweeted that the company was "almost ready to release" an over-the-air upgrade for the electric saloon, which would allow it to steer itself on motorways. The system is already available on some Audis and Volvo's new XC90. An update for the parallel auto park system will be released at the same time.

Special 911 Targas get the London look

PORSCHE has announced an exclusive 'Mayfair Edition' 911 Targa 4S (below). Just 10 examples will be built, available only via the Mayfair showroom in London.

They feature every option, including the Powerkit, 20-inch black alloys and a Burmester stereo upgrade. There's also a bespoke interior, with Pepita seat inlays and leather air vents, steering column and belt buckles. Each car is priced at £148,950, and nearly all 10 are sold.

**abarth makeover**

We've already shown you how Abarth's version of the new 124 Spider could shape up



to be detuned to around 200bhp for the crossover. The 500X could follow the Countryman JCW's lead in being all-wheel drive, too, although considering that the only Fiat 500X with four-wheel drive is a 2.0-litre diesel with a nine-speed automatic box, a cheaper and lighter front-wheel-drive configuration is more likely.

When production is confirmed, Abarth fans shouldn't just expect to see a flash Fiat 500X. Altavilla – an engineer who was the brains behind the madcap and stripped-out Abarth 695 Biposto – points to his axing of the Fiat Grande Punto Abarth over a year ago as a clear

"Abarth 500X could use the same 1.75-litre turbo Alfa Romeo 4C engine that's set for the 124 Spider"

sign that any new Abarth will be a true performance proposition.

"We went a bit too far with the Punto Abarth," he said. "Now our customers won't buy a fake. If the 500X becomes the addition to the Abarth line-up, it will be everything but a family version."

Enthusiasts will get their first taste of more focused, performance-driven Abarths next year with the launch of the new 500 range. And despite the fact that Fiat's revamped city car will arrive this September, Abarth dealers will carry on selling the pre-facelifted models until the newcomer wearing the cosmetic tweaks arrives at least 12 months later.

"Any new version of an Abarth car should deliver some sort of a performance enhancement, otherwise it is useless," added Altavilla. "We have to be consistent with that DNA of our cars, so the new 500 will be one step forward in that direction."

CAN A GOOD VALUE CAR HAVE
A GOLDEN STEERING WHEEL?
VOTE FOR NEW VIVA.



Vote for the best
small car of the year at
autoexpress.co.uk/gsw



VAUXHALL

Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km). Viva range: Urban: 50.4 (5.6) – 52.3 (5.4), Extra-urban: 72.4 (3.9) – 76.3 (3.7), Combined: 62.8 (4.5) – 65.7 (4.3). CO₂ emissions: 104 – 99g/km.*

*Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors. Correct at time of going to print.

Baleno back as big Suzuki Swift

■ Suzuki revives name from past for bigger, more practical supermini

OFFICIAL

Official picture shows new Baleno, which will be larger and more practical than Swift when it launches next year



Lawrence Allan

Lawrence.Allan@dennis.co.uk
@LobAllan

AE SUZUKI has confirmed its new mid-sized hatchback will bring back the Baleno name when it goes on sale next year. The car – revealed in production form in this official picture (above) – is being described by company insiders as the ‘big Swift’, and is designed to sit above the supermini, but below full-sized family hatchbacks like the Ford Focus.

It was first seen as the IK-2 concept (right) at March’s Geneva Motor Show. As the official profile picture reveals, the Baleno sticks rigidly to the design template laid out by the IK-2 concept

with blacked-out A-pillars to create a wraparound windscreen effect and soft-flowing lines along the flanks.

The Baleno is designed to provide an extra dose of practicality missing from the current six-year-old Swift, which is one of the smaller superminis on sale. But it won’t directly succeed the Swift as an all-new supermini is expected later in 2016.

The Baleno badge was last used on a forgettable hatch, saloon and estate range sold in the UK between 1995 and 2002. The all-new model is said to blend styling cues from the Swift and new Vitara small crossover (tested on Page 58), and is part of Suzuki’s plan to produce both a ‘rational’ and ‘emotional’ model in each

class of the market. This more versatile hatch is the rational choice in the supermini sector, whereas the next Swift will be more sporty and dynamic to fulfil the emotional side of the range.

As well as a “spacious interior and new technologies”, Suzuki has confirmed the Baleno will be the first model to receive the firm’s new 1.0-litre BOOSTERJET direct-injection turbo petrol engine. It’s designed to boost both efficiency and performance over the current Swift’s 1.2-litre naturally aspirated units. Further details

of the new Baleno will be revealed at next month’s Frankfurt Motor Show, and it’s tipped to go on sale in summer 2016.

IK-2 concept seen at Geneva Motor Show pointed to look of Swift’s new sister car



New Mazda SUV set for Frankfurt show

MAZDA has announced that a new ‘crossover SUV’ concept will be unveiled at next month’s Frankfurt Motor Show. The brand hasn’t said what the car is, but it’s likely to be a flagship to sit above the CX-5, and could even be offered with seven seats.

This initial sketch shows a sleek front-end design based on that of the new CX-3. The broad waistline and small glasshouse hint at a more dynamic treatment, although we still expect a practical edge for the range-topping model.

Another possibility is that Mazda is getting in on the SUV-cum-coupé trend, creating a cut-price BMW X4. This would be a bold move in a class dominated by premium brands, but means we could expect more performance versions of Mazda’s SkyActiv petrol and diesel engines to appear in the not too distant future.

Sketch shows concept takes inspiration from the CX-3



Next BMW 5 Series loads up

Spies catch new Touring on test
Plug-in hybrid X1 also spotted



Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

AE BMW is hard at work developing the next-generation 5 Series, and now the more practical Touring has been spotted on the road for the first time. It's expected to arrive in 2017, shortly after the saloon.

While the body is heavily disguised, you can see familiar BMW detailing, indicating an evolution from the design of the current 5 Series estate, rather than a radical rethink.

We can reveal the profile is familiar, too, but there's a sleeker back end – although we're expecting a marginal increase in space. Yet the big news is that this seventh-generation model is likely to weigh around 100kg less than the car it replaces thanks to the use of light carbon fibre-reinforced plastics (CFRP) in the bodywork and chassis.

The cabin will move further upmarket, featuring first-in-class autonomous tech, with the use of gesture control to activate interior functions. Under the bonnet, rumours suggest BMW could add three-cylinder petrols and diesels for the first time, alongside four and six-cylinder engines as well as a plug-in hybrid.

An X1 hybrid is also on the way – and we've spied that testing, too. Likely to be badged X1 xDrive30e when it launches next year, it'll form part of a range of plug-in models from the 2 Series Active Tourer up to the 7 Series luxury saloon. It will combine a 2.0-litre petrol engine with a powerful electric motor to give sub-50g/km CO₂ emissions and more than 135mpg.

As with BMW's upcoming 330e and X5 xDrive40e, the X1 will look much like the standard model, albeit with an extra flap in the front wing to connect the car to the

SPIED



Our spies caught new 5 Series Touring on test, and it's set to be lighter than current model

Christian Schulte



Automea

Plug-in hybrid X1 will look exactly the same as standard car, but will give 135mpg-plus



SHAPING UP Our exclusive image shows how saloon version of 5 Series is set to look when it hits dealers in 2017

mains. Details on charge time and range are not yet available, but the X5 will do 19 miles on electric power alone – so we expect the X1 to match (or exceed) that.

Performance is set to be brisk, too, with a 0-62mph time of under seven seconds and a top speed of around 130mph. It's likely the hybrid X1 will sit at the top of the range, with a price tag of around £35,000.

Even hotter Audi S8 unleashed

A NEW Audi S8 Plus has been revealed, with an uprated engine, new bodykit and Dynamic Package lifting the top speed to 189mph.

Under the bonnet is the same 4.0-litre TFSI V8 engine as in the regular S8, but power has been boosted by 84bhp to 597bhp. That enables a 0-62mph time of 3.8 seconds, giving it better acceleration than the BMW 760i and Mercedes-AMG S 65.

Sport Adaptive Air Suspension will come as standard and will work together with a Dynamic Steering system tuned specifically for the Plus. Visually, there's a new rear spoiler, dashes of carbon fibre, darkened tail-lights and a gloss black grille.

Also available is the Dynamic Package. This brings performance upgrades such as carbon brakes and the removal of the 155mph speed limiter. UK order books open in October, with prices from £97,700.

HOT STUFF
S8 Plus features 597bhp 4.0-litre V8 engine and comes with optional Dynamic Package in UK

OFFICIAL



Drivers in the dark over limits

DRIVERS are unaware of national speed limits, according to latest statistics from Co-operative Insurance.

A survey found 36 per cent of motorists don't know what the limit is on a dual carriageway (70mph) – and a further 12 per cent gave the wrong answer for a motorway with some believing the national limit to be 80mph.

Almost 40 per cent couldn't answer the limit for single carriageway roads, either. Younger drivers were better at naming limits, with drivers over 55 the worst.



GO 3NJOY

THE NEW MG6



MG3 From £8,399

The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

DRIVE THE MG6 NOW

Model shown is MG6 at £17,995. OTR prices from £13,995. 0% APR representative not available on entry-level MG6 model.



REPRESENTATIVE WITH
DEPOSIT CONTRIBUTION*
on selected models.



GET MORE MG FOR YOUR MONEY.

Go to your local dealer for more details and a test drive at mg.co.uk

NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TRIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

A third of drivers with 12

■ **FOI request reveals over 7,000 of the 19,848 drivers with 12 or more points on licence in July had dodged disqualification**



Martin Saarinen
Martin_Saarinen@dennis.co.uk
@AE_Consumer

AE A THIRD of motorists who've racked up 12 or more penalty points on their licence in England and Wales have avoided a driving ban, according to exclusive Auto Express figures.

A Freedom of Information request to the Driver and Vehicle Licensing Agency (DVLA) revealed that in July 2015 there were 19,848 drivers with 12 or more points on their licence. Of these, 7,078 have dodged a ban at the courts – and that's up by 500 from May 2015.

Current "totting up" rules mean if a driver reaches 12 points or more over the course of a three-year period, the court must ban them for a minimum of six months.

However, our figures show 35 per cent are let off a disqualification by courts, including some who've accumulated more than 40 points on their licence.

The DVLA said: "In a small percentage of cases the Agency understands a court can exercise its discretion and not disqualify the driver. In the majority of these cases, magistrates may have decided to allow drivers to retain their entitlement to drive where it is considered disqualification would cause exceptional hardship." Examples of "exceptional hardship"

"Our figures show courts let 35 per cent off a ban, including some who've accumulated over 40 points"



FLAWED SYSTEM "Totting up" rules mean drivers given 12 or more penalty points over three years must be banned. However, courts are letting offenders off

include a person losing their job and as a result their home, a person who is unable to care for a disabled or reliant loved one or the impact on a business resulting in redundancies.

Motoring lawyer Neil Davies, senior partner at Caddick Davies, said letting drivers off a ban wasn't a "legal loophole", but explained motorists must demonstrate evidence of disqualification causing a real hardship rather than just inconvenience.

Neil added: "It must be remembered that if the court agrees not to disqualify the motorist, they will still remain with any penalty points on their driving licence and may only make this application once every three years on the same grounds.

"If the motorist commits another offence within three years and finds themselves again "totting up" with 12 or more points, they will not be able to use the same reasons. This is therefore perhaps far from a total let off, and exceptional hardship must very much be considered a one-time get out of jail free card."

EXCLUSIVE



RICHARD RAFAEL DUBOS CEO

FAIR OR NOT?

HERE are a few examples of drivers who received 12 points and avoided a ban by claiming "exceptional hardship"

THE owner of a trio of travel companies was spared a ban after he failed to comply with road markings, taking him to 12 points. James Hardiman, from Croyde, North Devon, said a ban would prevent him doing his role and risk the jobs of 250 of his staff. North Devon Journal, March 2015

...But more kids now have bans; one is just 12

THE number of children banned from driving is on the rise, as new figures reveal a total of 725 under-17s were disqualified in 2014 – up five per cent on 2013.

Statistics from Churchill Car Insurance show that during the first six months of 2015, 284 children too young to even hold a provisional licence were banned by the courts for driving illegally on the road.

The youngest disqualified driver was just 12 years old, while nearly 1,000 under-17s have been prosecuted more than once. In fact, one 16-year-old has been prosecuted nearly 15 times for driving offences. Steve Barrett, head

of car insurance at Churchill, said: "It's shocking. It doesn't make sense that bans are served when children are not legally able to drive. The number of repeat offenders is proof in itself of how ineffective a deterrent this is. Bans should commence from the date an offender becomes 17."

Meanwhile, Ministry of Justice (MoJ) figures show the number of drivers jailed for driving while disqualified has fallen from 9,925 in 2005 to just 1,654 in 2014.

The MoJ said the reason for the decline was falling crime numbers and revealed that the custody rate of 25 per cent has still remained the same.

"Nearly 1,000 under-17s have been prosecuted more than once. In fact, one 16-year-old's been prosecuted 15 times"



Stats reveal scale of problem of under-17s with driving bans

points escape ban



Drivers can argue against a ban if it's likely to cause them exceptional hardship

A DRIVER racked up 42 points after being caught speeding seven times in three months yet was still allowed to continue taking the wheel. Alex McFarlane, from Basildon, Essex, hit speeds of 109mph on camera and then failed to respond to police penalty notices. He was given six points for each offence by magistrates, but dodged a ban after arguing he would lose his job and be unable to pay debts. The Independent, July 2015

A TRANSPORT company owner was caught speeding four times in two years, but avoided a ban so he could drive a school bus. Barry Short, from Forfar, Angus, was caught at 71mph in a 50mph zone, but convinced the court he was required to do school runs as his other driver was off sick. He said a ban would cost the firm £30,000 to hire replacement drivers. Dundee Evening Telegraph, July 2015



OPINION

Joe Finnerty
Joe_Finnerty@dennis.co.uk

More questions than answers...

OUR figures really are startling, and quite frankly make a mockery of the system. What's the point in having a "totting up" process if motorists can avoid the punishment so readily?

It's important to show compassion and, of course, in some cases a ban isn't appropriate. I just can't believe that's in 35 per cent of cases.

It's fine to argue a disqualification is a hefty and Draconian punishment for minor misdemeanours, but offences such as speeding or using a mobile phone are dangerous.

The laws are there for a reason and courts should be enforcing them properly, otherwise we might as well scrap the 12-point rule altogether.

"Offences such as speeding or using a mobile are dangerous"



news in brief



Automedia

Seven-seat Renault SUV spied on test

RENAULT'S upcoming seven-seat SUV has been spied testing ahead of its 2017 launch. Based on alliance partner Nissan's X-Trail, the as-yet-unnamed new model (above) will fill the gap in the range above the Kadjar and Captur.

It features Renault's latest family face, and will go head-to-head with the Hyundai Santa Fe. Company bosses have told us that there is a "fairly high chance" the SUV's name will follow the other models and begin with a C or a K.

Spyker back from dead with EV plan

DUTCH supercar maker Spyker appears to be back from the dead, after emerging from bankruptcy with bold plans.

CEO Victor Muller announced plans to merge with US-based electric aircraft manufacturer Volta Volare, in order to build "sensationally elegant and classy electric motorcars". Volta Volare produces a 300bhp electric motor for its aircraft, and it's understood Muller plans to base a range of sporty models around this.

New Yaris Hybrids are at the double

TOYOTA has cut the price of its Yaris Hybrid by launching a new entry model.

The Active (below) starts at £14,995 – that's £1,200 less than the outgoing base Icon – and gets dual-zone climate control, electric front windows and a trip computer. It promises 85.6mpg. There's also a new Sport model, from £16,995. It adds 16-inch alloys, a rear spoiler and the Touch 2 multimedia system with DAB and Bluetooth, and claims 78.5mpg.

PAGE 80: Buying a used Toyota Yaris



Extra power, tech for CLA and GLA



UPDATES

CLA (left) now available with 4MATIC 4WD on entry-level diesels; GLA gets power hike



MERCEDES has announced a series of updates for its CLA and GLA ranges, including extra power and new cabin infotainment tech. The cars will be available to order from next month.

The updates are similar to those seen on the recent A-Class facelift, although there are no styling revisions this time. On the

outside, the only changes will be new 'd' badging on diesels, replacing the CDI badge, and new metallic green paint.

The updates for the CLA bring 4MATIC four-wheel drive to the CLA 200d and CLA 220d Shooting Brake models, while the CLA 250 Sport gets a 7bhp boost, to 215bhp. The GLA 220d benefits from the

same increase in power, enabling it to go from 0-62mph in just 7.7 seconds.

Both models are now available with the Dynamic Select system, which will accompany the optional adaptive dampers, allowing the driver to adjust the engine, suspension and steering settings between Comfort, Sport, Eco and Individual modes.

Mitsubishi set to bring chunky Shogun Sport back to the UK?

- L200-based Pajero Sport could come here as Shogun Sport
- Also points to styling of the next-generation Shogun

OFFICIAL



OFFICIAL



Lawrence Allan
Lawrence_Allan@dennis.co.uk
@LobAllan

AE MITSUBISHI quietly revealed its all-new Pajero Sport large SUV in Thailand last week. The rugged 4x4 is due to go on sale across Asian markets next year, but it may also be coming here, badged as the Shogun Sport. It's expected to heavily influence the styling of the new Shogun, scheduled to be unveiled in 2016.

After the reveal, the company's UK managing director Lance Bradley replied to a tweet from Auto Express claiming that it was "far from impossible" that the Shogun Sport could be homologated and converted for European release at a later date. He went on to say that the previous model – axed from showrooms back in 2006 and never replaced – "sold well" over here, hinting that a return could be on the cards.

As you can see here, the front-end design on the Pajero Sport, similar to the recently unveiled Outlander SUV facelift, is Mitsubishi's new family face that will be used across its future model range.

The model is based on the platform of the new L200, and the pick-up roots are visible side-on, with a similar ride height and door profile. A large rear overhang translates into seven full-size seats and a huge boot, while the back end gets unusual stretched tail-lamps.

The interior is also similar to the pick-up's, and looks to have taken a step upmarket from recent efforts from Mitsubishi. Features like the central touchscreen infotainment



NEW LOOK
Pajero Sport SUV was revealed in Thailand, and it gets Mitsubishi's new face, plus L200-style cabin

system, 360-degree view camera and Forward Collision autobraking mark it out as less of a rough-and-ready model.

The only engine currently on offer in Thailand is a 2.4-litre MIVEC2 four-cylinder diesel, which emits less than 200g/km of CO₂. But the Outlander PHEV's plug-in hybrid powertrain could be added to the range in Europe to bring emissions down further.

No cover for valet parking damage



PARKING PRANG In Issue 1,250, we reported on how Fitzroy Joseph's Nissan Qashqai was damaged when he left it with a valet parking firm. It eventually paid for the repairs

MORE than four in 10 insurance policies don't include cover for any damage done by valet parking staff, new research has found.

'Meet and greet' services are increasingly popular in the UK at hotels, entertainment venues, hand car washing sites and airports, yet GoCompare has analysed hundreds of fully comprehensive policies to reveal just under half of Brits aren't covered.

According to the comparison site, damage to bodywork and alloy wheels won't be covered by your own insurer and it's likely the valet parking firm will only have minimal cover for its own staff.

GoCompare advises checking terms and conditions for exclusions, limits and excesses on your policy, plus thoroughly inspecting your car for damage before you accept it and drive it away.

New Boxster is go

Automeia



Disguise hides tweaks to Boxster's bumpers and lights

PORSCHE'S Boxster is set for a facelift early next year, complete with four-cylinder turbo power for the first time, and our spies have caught it in a light disguise.

Power outputs can only be speculated on at this stage, but we expect at least 250bhp from the 'base' Boxster and Cayman (replacing the 2.7), with around 300bhp from the S and over 350bhp from the GTS.

The Boxster Spyder and Cayman GT4 are likely to keep their naturally aspirated flat-sixes for now, to suit their hardcore nature.



STAND OUT IN RED & BLACK



FORD FIESTA ZETEC S
RED & BLACK SPECIAL EDITIONS
➤ With the new 1.0L 140PS EcoBoost engine

Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta 1.0L EcoBoost (140PS): urban 50.4 (5.6), extra urban 72.4 (3.9), combined 62.8 (4.5). Official CO₂ emissions 104g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/fiesta



Go Further

Ultimate Ferrari F12 on road with 760bhp-plus

■ Spies catch quicker, lighter 'Speciale' model on test ■ Upgraded V12, plus faster twin-clutch box

■ **SPIED**



Vents in wings give away new F12 'Speciale' model



Richard Ingram
Richard.Ingram@dennis.co.uk
@cutt_ings

AE THE upcoming Ferrari F12 'Speciale' has been spotted virtually undisguised ahead of its launch early next year.

Although the 'Speciale' name is yet to be confirmed, and a GTO suffix is also believed to be under consideration, the stripped-out F12 will be faster, lighter and even sharper to drive than the standard car, in the same vein as the 458 Speciale.

It's expected to use an upgraded version of the existing naturally aspirated V12 – boosting power from 731bhp to more than 760bhp – and an even faster seven-speed twin-clutch gearbox. That should ensure the more powerful F12 sprints from 0-62mph in less than three seconds and hits more

than 215mph flat out. The current car covers 0-62mph in 3.1 seconds and will hit a 211mph maximum speed.

In terms of styling, the F12 'Speciale' gets all the usual lightweight touches, with carbon fibre body panels and vents on the front and rear wings. There also appears to be a slightly larger spoiler and more aggressively designed rear diffuser. The Speciale looks to have inherited the 458's black bar across the back, while the F1-style central foglight remains.

The 458 Speciale tipped the scales at 90kg less than the standard model,

so we can expect a similar weight loss for the hardcore F12. Lightweight bucket seats and a carbon fibre interior will ensure the 'Speciale' is as light as possible.

Prices will be revealed at a later date, but expect a premium of between £30,000 and £50,000 over the cost of a basic F12. That means a price tag in the region of £275,000 isn't out of the question – rising to in excess of £300,000 with a few choice options.

With the new 488 Spider scheduled for a Frankfurt Motor Show launch next month, it's unlikely we'll see a full production F12 'Speciale' before the end of the year.

"It's expected to use upgraded version of existing naturally aspirated V12, taking power from 731bhp to over 760bhp"



Mat Watson
Mat_Watson@dennis.co.uk
@mat_watson

Video watch

IT'S all about performance at autoexpress.co.uk/videos this week, as we test two French hot hatches and four hot Mercedes.

Renault Clio RS 220 vs Peugeot 208 GTi



THE French are masters of the supermini hot hatch. And Renault and Peugeot have updated their pocket rockets to keep them at the top of their game. The Clio RS 220 Trophy has more power and some chassis tweaks, while the 208 GTi by Peugeot Sport gets more poke, plus a limited-slip diff. See them go head-to-head in our road test on Page 48, then watch our sizzling track battle.

Four AMGs driven in four minutes



MEET our new presenter Rebecca Chaplin as she attempts to review four Mercedes-AMGs in four minutes in a thrilling episode of girl vs car. On the menu are a C 63, a CLS 63, an S 63 Coupé and an AMG GT S. It's a baptism of fire for Rebecca at the flowing Goodwood track in West Sussex.

You can watch any of our videos on your phone. Simply scan this QR code.



Audi, BMW, Daimler's £2bn map deal

A CONSORTIUM led by Audi, BMW and Daimler has bought Nokia's HERE mapping business for £2billion. The three German makers have joined forces to acquire the tech from the Finnish mobile phone giant to avoid falling behind rivals like Google in the race to build autonomous vehicles.

Driverless cars will require extremely detailed high-definition maps with real-time data about the road, including whether there are hazards ahead or upcoming jams.

To achieve this, HERE uses LiDAR tech, calling on 80,000 data sources to keep them up-to-date. By buying the company, Audi, BMW and Daimler won't have to rely on Google or Apple for mapping technology.

HERE mapping software is already used in four out of five new cars with in-dash nav systems, too, while it can predict traffic up to 12 hours in the future.



HERE maps use LiDAR tech, and buyout boosts makers' driverless car projects



New Generation i20 Premium SE 1.2

0% APR | **£99** per month
Representative £6,279 deposit.
£6,885 optional final payment.

and admiring glances wherever you go. We make it possible.

The recent winner of a prestigious Red Dot award for design excellence, the stylish i20 Premium SE is impressive inside and out. The well-equipped, spacious interior offers outstanding legroom, whilst the opening panoramic sunroof and front and rear parking sensors make driving a joy. All made possible for just £99 per month. Find out more at hyundai.co.uk

Personal Contract Purchase. 25 month term. 10,000 miles p.a. Minimum 30% deposit required.



NEW THINKING.
NEW POSSIBILITIES.



Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 (5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO₂ Emissions 155–84g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. Offer available on Hyundai i20 between 1st July and 30th September 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. 18s and over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i20 Premium SE 1.2 at £15,540 OTR including Sleek Silver metallic paint at £515. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



Antara was returned to Alf after dealer service without engine cover



Antara owner's rage over 'mystery recall'

■ **CASE STUDY** Alf angry as Vauxhall dealer removes engine shield, with no replacement for months

AE Martin Saarinen

GETTING a call or letter from your manufacturer asking you to make an unscheduled visit to a nearby dealer for a recall is an unwanted surprise for motorists, but it's necessary to ensure cars are safe.

However, Vauxhall Antara owners never had that courtesy and have filled the Auto Express inbox with complaints that they only found out about the recall when they took their car in for a service.

One owner, Alf Swindon of Holmside, County Durham, contacted us after his car's engine shield was removed during a routine visit to Evans Halshaw Vauxhall Blaydon. "I booked in for a service and was told that my Antara would also require a recall," he said. "When I got my car back I found the engine undertray had been removed."

Alf was later contacted by a regional manager from Vauxhall who told him the issue was not a recall, but a precautionary measure. With so many owners confused about whether it was a recall or not, Auto Express contacted the maker to find out.

We found Vauxhall has now issued a recall for Antaras built between 2011 and 2015, from VIN numbers BB 007810 to FB 066152. A company spokesman said: "Vauxhall Antaras, with diesel engines, are subject to a recall due to, in extreme

NO COVER
Alf is now concerned about damage to the engine if he takes his Antara off-road



"Regional manager called Alf to say that the issue was not a recall, but a precautionary measure"

circumstances, the diesel particulate filter malfunctioning and overheating the lower engine compartment cover, which has led to a very small number of thermal incidents.

"We have written to Antara owners instructing them to take their car to a Vauxhall authorised repairer where the

lower engine compartment cover will be removed and replaced."

While Vauxhall has agreed to foot the bill for the work, Alf was left unimpressed, telling us: "The replacement won't arrive until November, so I'm driving unprotected for months." Alf was understandably concerned, especially about taking his car off-road. He added: "What if I damage the engine? Will Vauxhall pay for it?"

The Vauxhall spokesman confirmed: "The cover isn't there for protection but for noise and vibration reduction and aerodynamics. Any damage caused by misuse of a vehicle is the responsibility of the owner."

Martin Saarinen

Low-emissions vehicles are still a frugal alternative, despite tax increases

AE NEARLY two-thirds of UK motorists believe the 2017 vehicle excise duty (VED) changes provide 'little or no incentive' to buy a low-emissions car, according to the AA.

Many oppose the new, more stringent CO₂ bands and the £310 supplement set to be charged for five years on new cars costing above £40,000. And of course, we have reported before how hitting low-emissions cars with more tax could slow down uptake.

It's wrong, though, to argue the motive for consumers to purchase a low-emissions car needs to be purely tax based. The incentives are there in fuel and environmental savings.

Own the best-selling ultra-low-emissions vehicle (ULEV), the Mitsubishi Outlander PHEV, and fuel costs add up to a meagre £360 for every 10,000 miles driven. A pure electric vehicle, like the Nissan Leaf, will slash this figure even further. Is that not incentive enough?

Vehicle taxes need to exist in a ULEV future, too, as in Issue 1,382 Auto Express highlighted the forecasted shortfall in fuel duty from EVs.

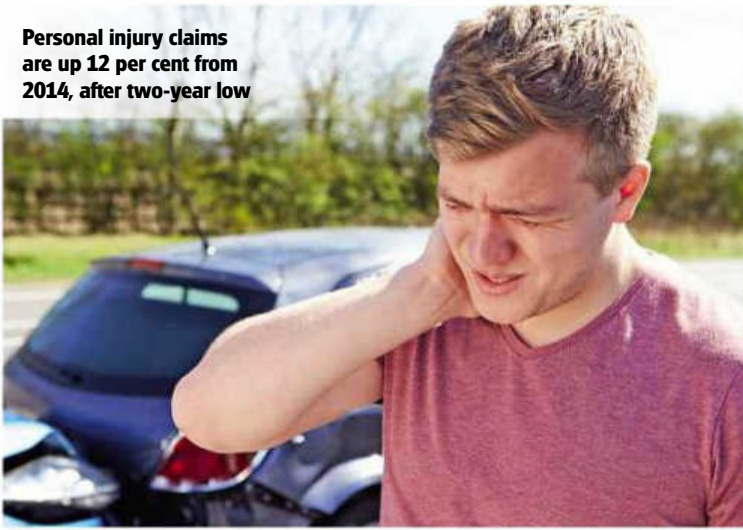
It's also true that for any new tech to become the norm, it has to become financially independent from the Government. By beginning to tax ULEVs in 2017, the Government is acknowledging it no longer has to keep the technology on life support.

If the Government was to continue offering subsidies to low-emissions vehicles it'd put itself in a financial black hole and create a false success story. For drivers tax rises aren't great, but the latest moves mean the UK motor industry is heading in the right direction to a cleaner future.

Martin_Saarinen@dennis.co.uk
@AE_Consumer

"Vehicle taxes need to exist in a ULEV future, due to the shortfall in fuel duty from EVs"

Personal injury claims are up 12 per cent from 2014, after two-year low



Whiplash claims still affecting premiums

■ Personal injury claims are on rise, despite Government cap

Joe Finnerty
PERSONAL injury claim reforms have saved UK motorists £1.1 billion since 2013, but claims continue to rise, according to the Association of British Insurers (ABI).

A cap on legal fees for personal injury claims was introduced by the Government two years ago, saving the industry millions, but latest figures show such claims are up by 12 per cent from 2014.

The ABI said climbing personal injury claims have contributed to a two per cent rise in the average premium in the second quarter of 2015. Rob Cummings, the ABI's manager for general insurance, said: "Motorists have seen a solid two years of lower insurance premiums as a result of market trends and in the wake of the Government's reforms to tackle frivolous personal injury claims.

"With pressure on premiums increasing, however, it's important the Government continues its work to tackle the compensation culture and attack the high cost and number of whiplash claims."

Another cause for concern for motorists keen to see lower premiums is the insurance tax rise in November which will add £12.80 to the cost of an average policy.

Cummings added: "This makes action against claims management companies and tackling whiplash claims a key priority."



GARAGE EXPERT
Kevin Parker

Head of Communications
www.motorcodes.co.uk

■ **SOME** would argue consumer power is always getting stronger and new laws are unfair on businesses who are already told 'the customer is always right'.

It's a difficult one to argue against, especially given that 2015 has been a busy year for consumer regulation. The implementation of the UK's Consumer Rights Bill consolidates eight existing laws, including the Sale of Goods Act 1979 and the Unfair Terms in Consumer Contracts Regulations 1999.

This bill is enforceable from 1 October, along with the EU's Alternative Dispute Resolution (ADR). Motor Codes is an ADR for the auto industry and you can find out more at adr.motorcodes.co.uk.

It's great for consumers, but businesses need to be careful. Sure, they can sit back until October, but that's dangerous. Rivals may well identify the new legislation as an opportunity to usher in a new level of customer service. They'll be the ones who embrace the opportunities of consumer power, using ADR to make their complaints procedures easier and more efficient for customers.

The message is clear: while cash may be king, businesses that aren't compliant may well get left behind by consumers who demand more.



Inbox What do you think?

Contact **Joe Finnerty**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Honda HR-V driven

FROM: TeifiOn WHY does Honda give the HR-V such a small engine? Is it to satisfy businesses who worry about high CO₂ figures? Pity, as it's us private buyers who would buy the car if it came with a bigger engine. We don't really care about the extra increase in car tax.

FROM: LeventTaskan YOU'D struggle to find better seats and interior fittings in any of the German or Japanese rivals than in the HR-V. It's the gearbox and ride quality where Honda needs to improve, however. The automatic box on my last Honda shuddered at every gearchange.



MIXED BAG
Readers praise finish inside new Honda, but have reservations over engines

Join the debate at www.autoexpress.co.uk

■ "Looking forward to a comparison test between the CX-5 and the HR-V, then we'll know for sure which is better." **Charles B**

■ "Not sure how well the petrol or CVT versions will sell in the UK. I think it's the diesel and manual HR-Vs that'll be popular." **Usman**

■ "The HR-V is bigger than most of its opposition, which probably explains why it's more expensive." **1andrewbris99**

Standardised designs need to be shaken up

FROM: John WHY does the radiator grille on the new Hyundai i40 seem interchangeable with most Audis. I suspect that too many car manufacturers are standardising on existing designs. Let's bring back the left-wing retro designs and add some spice to the mix.

Even at 8mph, A4 too fast to be hands free

FROM: David Sanders THE new Audi A4 is an exciting car. The ability to drive hands free at up to 8mph concerns me, though. Even at that speed, full attention and control is needed to avoid hitting others. The only time to be 'hands free' is when stationary, however clever the tech.

Practicality before policy for new drivers

FROM: Neil THE ability to run a graduated licence scheme (Issue 1,379) would be severely impaired by the lack of monitoring capabilities. We don't have the resources to ensure all young drivers would comply with the new legislation. Before introducing new policies, let's make sure we have the infrastructure.

Insurance rise nasty surprise for retirees

FROM: John Lyle MY car insurance provider left me gobsmacked after I found a new job as a delivery driver, having retired as a police officer. First it refused to renew my insurance, and then hiked the price up by £180. I don't even use my own car for deliveries. Those about to retire, watch out.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA): 0117 954 3300



HOW TO CUT YOUR MOTORING BILLS

HELPING YOU SAVE ON THE ROAD

Owning and running a car is an expensive business, so we've looked at every part of it to see where you can easily cut back and get more for your money



Martin Saarinen
Martin_Saarinen@dennis.co.uk
@AE_Consumer

AE YOU'VE just renewed your car insurance, and a service has been scheduled for next week. You're about to go for a quick drive, and on the way back need to fill up with fuel. Standing by the pump, the sudden realisation hits you: it's been an expensive day...

Does this sound familiar? If so, you're not alone. Many drivers often forget the large toll that motoring has on their finances. In fact, the most recent figures from the AA and Auto Express' Driver Power 2015 satisfaction survey show a new £18,000 car will cost on average £2,559 to run per year, based on 10,000 miles in a petrol model returning 45mpg.

Like all great accountants, Auto Express is here to help cut the costs of motoring with a line-up of tips and advice covering everything from insurance to eco-driving.

"Standing by the pump, filling up your car, the sudden realisation hits you: it's been an expensive day"

Insurance

OUR Driver Power data shows the average insurance quote is £374, but there are thousands of drivers paying more because they own expensive cars or are newly qualified. If you're one of these, the need to bring costs down is even greater.

The first solution is to make sure you're getting the best deal. Comparison sites allow you to observe multiple offers at once. While you need to be careful about scrimping on cover, they'll give you an idea of the price you should be paying. Once you have the best offer for your policy, phone up the big insurers like Direct Line and Aviva, which aren't listed on these sites, and ask them to price match.

Once you've chosen a provider, compare their quotes for third party fire and theft and fully comprehensive policies. The AA reveals that, on average, a fully comprehensive policy is almost £200 cheaper than third party fire and theft – mainly because those who purchase such a policy are considered more responsible.

High insurance quotes are often based on the provider not knowing whether you're a responsible driver. A way to allay these doubts is to attain an extra qualification. Being a member of a driving association,

like the Institute of Advanced Motorists, can reduce your premium by 10 per cent.

Technology can also help cut costs. Pam Quinn, from the British Insurance Brokers' Association, tells us: "Using the latest in technology can help reduce costs. For example, driving with a dash cam lowers premiums by 10 per cent on average.

"We've also found that new drivers can cut costs by fitting a telematics box." Industry data shows the devices save £212 on average for new drivers.

Finally, we recommend purchasing your insurance via a cashback site, as you can earn as much as £70. Similarly, by clicking through from one of these sites when buying breakdown cover, you can earn up to £30.

What are the savings?

Auto Express tips

Potential savings	
Advanced driving qualification and dash cams	£74
Telematics box (new drivers only)	£212
Cashback sites	£70
Total annual savings	£356

SAVINGS
Comparison websites help you find the lowest insurance premiums, while dash cams (below) can also lower costs by up to 10 per cent





Otis Clay



"People pay more for fuel based on location, but apps like WhatGas show cheapest pump prices near you"

Running costs

RUNNING costs like fuel are the small everyday outlays that can add up. However, because you're forking out for these so frequently, with a few simple changes you can reduce how much you're paying. Luke Bosdet of the AA explains: "There are two ways consumers can reduce their fuel bills: the first is to buy cheaper fuel and the second is to use less of it."

Business owners can request a fuel card, such as Allstar, that works in a similar way to a credit card. These cards work across the country and offer substantial savings by charging a flat rate rather than the fluctuating prices at the pump. Unfortunately – and perhaps unfairly – fuel cards are reserved for business use, so individual drivers are forced to pay the advertised fuel price. But there are other ways to save.

Phone apps can be a great way to make sure you're getting the best deal on fuel. While regional differences mean people pay more based on location, apps like Petrol Prices Pro or WhatGas show the cheapest fuel near you. Bosdet says: "If you have time to use fuel price apps, they'll save you money."

Once at the pump, use fuel loyalty and cashback cards to get the most from each fill-up. Supermarket forecourts such as Asda, Sainsbury's and Morrisons all have loyalty schemes that transfer the benefits from your daily shopping to the petrol pumps. For example, a Nectar card – valid at Sainsbury's and BP garages – will give you a point (worth half a penny) per litre. It doesn't sound much, but it'll save you around £5 for every 10,000 miles on average. For high-mileage drivers, those savings add up.

We'd also recommend purchasing petrol or diesel with a cashback credit card like Santander's 123 account. This offers three per cent cashback for each fill-up. On similar mileage, you could save up to £35 per year.

Saving at the pumps isn't the only way to reduce your spending, according to Bosdet. "All consumers can cut costs while on the road with just a few minor changes to their driving style," he adds. "Not accelerating and decelerating aggressively, and leaving a gap to the car in front, are easy ways to cut fuel use."

Employing these driving tactics can save you up to 10 per cent on fuel costs, which can add up to more than £100 a year. "This style of driving will keep fuel costs down and reduce tyre and brake wear," says Bosdet.

And tyres can be a big expense. While avoiding harsh wear can save you buying a new set, keeping them properly inflated will help, too. One in five UK motorists doesn't do this, but it'll save you a lot of money by reducing rolling resistance.

CARD CLUB

Loyalty cards help you get the most for your money at the pumps, awarding points based on purchases which can be redeemed against fuel



What are the savings?

Auto Express tips

Cashback and loyalty schemes

Eco-driving

Total annual savings

Potential savings

£40

£140

£180



SELF SERVICE
A quick check before you take your car for an MoT will help you pick up on faults with tyres and brake lights, and should prevent a retest fee

“Make sure the garage uses approved parts and oils so that your warranty stays intact. It’s best to shop around and compare the offers”

KEVIN PARKER Motor Codes

Servicing costs

REGULAR servicing ensures your car is roadworthy, and will also maximise its value when the time comes to sell. A consistent service history is something most buyers look for and figures show cars without one sell for 10 per cent less.

But it’s a pricey business, so it’s worth considering a service package. Most manufacturers offer plans for new cars – for example, Honda provides a five-year inflation-proof package for £695. It’s a hefty initial outlay, but it can save you £500 over the five years. You can get similar deals on used cars, too, with makers offering two to five-year service plans.

An alternative option to manufacturer-approved service schemes is to use an independent garage. Block Exemption rules mean manufacturers can no longer void your warranty if you choose to have your vehicle maintained in this way.

However, Kevin Parker from Motor Codes advises motorists against always going for the cheapest solution. He says: “With independent garages, you have to account for the varying labour rates across the country.” Our Driver Power survey found workshop hourly rates vary between £36 and £240 across Britain. Parker adds: “You must also

make sure the garage uses all of the manufacturer-approved parts and oils so that your warranty stays intact. It’s always best to shop around and compare the offers.”

MoTs are also a necessary expense, but you can save money here, too. Most councils have their own test centres and you can take your car here. Council-run MoT centres do not carry out any repairs, which means the mechanics doing the inspection have less incentive to fail your car in order to make some extra money.

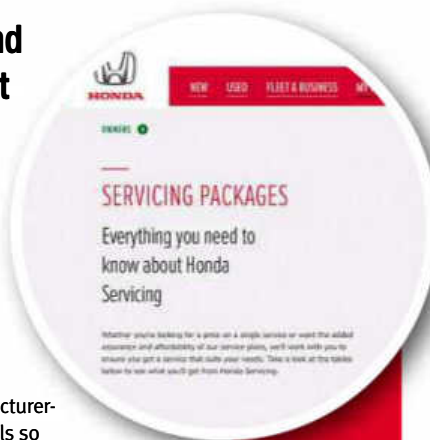
Doing your own pre-MoT check can also help you save, as the latest figures reveal more than a quarter of MoT failures come from faulty light bulbs and low pressure tyres. Both are a cheap fix, and mean you won’t have to pay for a retest, which can cost up to half the full £54.85 MoT rate.

What are the savings?

Auto Express tips

Service package	£100
Pre-MoT check	£27
Total annual savings	£127

Potential savings



SERVICING
Pre-paid maintenance deals for new cars can look pricey, but they’ll save you money in the long run

So how much have we actually saved?

OUR top tips on cost savings show that most UK motorists could save nearly 20 per cent, or just under £500 a year, on their motoring costs (based on someone covering 10,000 miles in a petrol car averaging 45mpg). If you’re a young driver eligible for a black box insurance policy, the savings could be greater still. And the great thing is, you don’t have to put in much effort to reduce your motoring outlay by this amount; all it takes is a bit of preparation.

	Current annual averages	Auto Express savings
Standing costs		
Road tax	£180	
Insurance	£374	£144
Breakdown cover	£50	£30
Running costs for every 10,000 miles		
Fuel	£1,126	£180
Tyres	£194	
Servicing and repairs	£435	£127
Parking and tolls	£200	
Total costs	£2,559	£2,078
Total savings		£481

“Most UK drivers stand to save nearly 20 per cent, or about £500 a year, on motoring costs”

Source: AA/Auto Express Driver Power

www.autoexpress.co.uk



THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 19 YEARS



DMS CLS63 AMG (EVO AUGUST '14) "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS.

AUDI

AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE

R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

**FOR ALL OTHER MAKES AND MODELS,
PLEASE CALL US.**

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555



/DMSAUTOMOTIVE
FOLLOW US FOR OUR LATEST NEWS



**MORE
BHP
EQUALS
LESS
RPM
EQUALS
MORE
MPG**



RISE OF THE RODDERS

We visit the Hot Rod Hayride in Surrey, a celebration of fifties music and cars that has helped to spark a big increase in interest in the hot rod scene

AE Chris Rosamond

ELBOWS flailing, skinny vintage cross-plies kicking up gravel and flathead V8s bellowing, the hot-rodders tear up the dirt oval as cool cats in vintage denim and bowling shirts hang over the barriers to watch the action. Rockabilly rhythms from a tinny PA system fill the air between races.

Welcome back to the fifties, and the annual Hot Rod Hayride. It's a spectacular homage to the roots of modified car culture and early rock and roll. Held at Bisley Camp, where colonial-style clapboard buildings provide a backdrop that's more small-town America than suburban Surrey, the festival is named after the famous Louisiana Hayride rockabilly music show. It's organised by Jerry Chatabox, a British rockabilly DJ so dedicated to the 'rockin' scene' that his daily driver is a 1941 De Soto coupé.

The Hayride is in its 11th year, and attracts hot-rodders and rockabilly fans from around the world. "Ten years ago the hot rod scene was mostly highly modified show cars and only a few of us were into traditional styles. Some thought 'the turn-ups brigade' was a bit of a joke, but that's all changed and we're recognised as a significant force in the hot-rodding world," says Jerry. "We're not a shiny car show where you park up and polish your car. The Hayride is like a moving art show, and when you're standing in the middle of it with the big V8s burbling past, you feel part of it, too."

Kelvin Helsdown's 1923 Model T roadster is a fine example of the period-style hot rodding the Hayride celebrates. It's a detailed recreation of a stripped-down 'jalopy' that a cash-strapped US speed freak might have built in the post-war years. Sections of bodywork are removed for lightness leaving only the passenger tub, and the car has been lowered with a 'suicide' front suspension. (So-called as the beam axle is moved from under the chassis rails and hung off the front. If anything breaks there's nothing to stop the chassis digging into the ground and flipping the car.)

"I won the car on eBay, and imported it unseen from Long Beach," says Kelvin. "It only cost \$5,000, but I've been right through it since – suspension, electrics, everything. I've put £25,000 just into the engine."

With an exposed big block V8 and sporting missile-shaped exhaust pipes, corroded panels and a ramshackle interior, at first glance Martin MacLaughlin's Model A hot rod seems worthy of its name – Unloved. But Martin has poured thousands of hours and plenty of hard cash into his 'rat rod', which is an evolution of the traditional hot rod style. Paint and primer are replaced by stripped and artfully

"The Hayride is in its 11th year and attracts hot-rodders and rockabilly fans from all over the world"



Organiser Jerry Chatabox loves his 1941 De Soto coupé. It's not just all about cars at the festival – there's live music, too



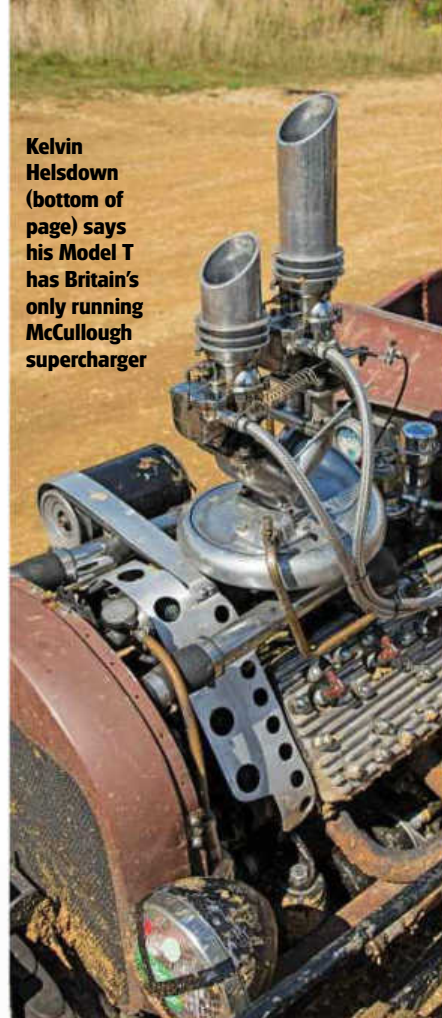
corroded body panels, but the engineering and mechanicals have to be spot-on. "It was found in a barn in the US and hadn't been driven since 1948," he says. The car is a 1930 Model A and replacing the trunk lid with a pick-up bed was a popular cheat during WWII, as you could get extra fuel when gasoline was rationed to cut miles driven and conserve US rubber stocks. Saving rubber (or 'gas') wasn't at the forefront of Martin's mind when he swapped a stroked 7.4-litre V8 into the engine bay. "It's got 460hp," he grins.

Ollie Rudman is at the Hayride with girlfriend Ellie Parsons. His rat-look hot rod Ruby Bootneck is a fibreglass-bodied V8 Model T. "Maybe it's worth £10k, but I'd never sell it," he tells us. The car becomes priceless when you pour so much work into it." The low-slung machine has 310hp and Ollie drove the 130 miles from Kent at 8mpg.

Nigel Gibbs, chairman of the British Hot Rod Association, says cost is part of the reason it's hard for youngsters to get into the scene. "There's a bit more interest nowadays in four-cylinder cars," he explains, and to prove the point turned up in his Ford 100E-engined Model Y hot rod. It's 'hopped-up' with a period Aquaplane cylinder head and "50-60hp is plenty if your car weighs 400kg", he says.

Jerry reckons other factors are bringing youngsters into the scene, too. "Modern stars like Imelda May are making the fifties look popular. Plus, hot rodders are the ultimate recyclers – my De Soto is 70 years old and going strong. How many modern BMWs or Audis will be around in 70 years?"

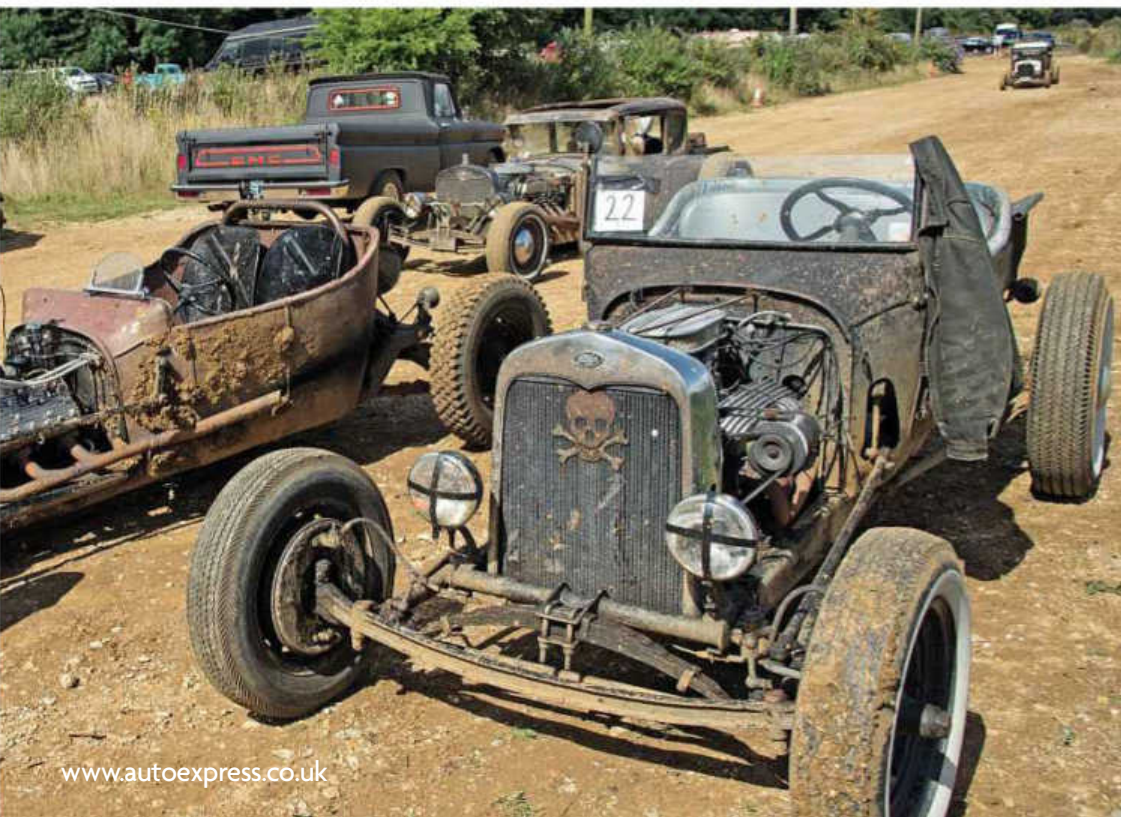
Kelvin Helsdown (bottom of page) says his Model T has Britain's only running McCullough supercharger



"I won the car on eBay and imported it unseen from Long Beach. I've put £25,000 just into the engine"

KELVIN HELSDOWN
Owner of 1923 Model T roadster





There's plenty of action at Bisley Camp (main shot) – organisers call it a 'moving art show'. Ollie Rudman and Ellie Parsons (above) with their V8 Model T



Land Rover Discovery Sport

FIRST DRIVE Ingenium diesel engine edges Disco Sport closer to SUV perfection



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@jonathan_burn

AE THE Discovery Sport is still very much the new kid on the block, but that hasn't stopped Land Rover from updating the Freelander replacement just seven months into its life. The changes are much more significant than just a new set of headlamps and alloy wheel designs – visually the Disco Sport remains as it was. Instead, Land Rover has focused on the SUV's biggest weakness: its engine.

Even though this is a stylish, luxurious and versatile car, there's no denying the otherwise brilliant package was tainted by the gruff and inefficient 2.2-litre diesel. Thankfully, that situation has now been rectified, as the engine's been substituted for the new 2.0-litre four-cylinder Ingenium diesel you'll also find in the new Jaguar XE.

You don't even need to hit the starter button to see that the new 2.0-litre engine makes the Discovery a comprehensively

more appealing proposition. Available in two states of tune (148bhp and 178bhp), the updated diesel promises up to 57.7mpg and emits just 129g/km of CO₂, while the old 2.2 could only muster 46.3mpg and 162g/km. What that also does is extend the appeal of the SUV to the lucrative fleet market, with Benefit in Kind ratings falling to 23 per cent.

And the good news doesn't end there, either. Prices for the updated model now start from £30,695 – a £1,670 reduction over the previous edition. However, the drawback with the entry-level Disco is that you have to sacrifice the third row of seats and make do with the less powerful 148bhp engine.

Despite the entry price being slashed, Land Rover still expects the more powerful

178bhp version to be the pick of the two, fitted with the £1,800 optional nine-speed automatic gearbox. It's clear that Disco Sport buyers don't like to skimp on spec, either, with 75 per cent of the initial 8,500 sales being for top-spec HSE and HSE Luxury models. It's a trend that's predicted to carry over to the revamped car, which is why we jumped behind the wheel of the model most customers will be buying: the 178bhp nine-speed auto in range-topping HSE Luxury trim.

Even from start-up, there's a greater sense of refinement. Engine vibrations are well isolated from the cabin, plus there's no clatter from under the bonnet. Pull away, and those traits are reinforced. Power delivery is smoother, and no matter how hard you squeeze

"Brilliant package was tainted by gruff 2.2-litre diesel. Thankfully, that has now been rectified"



38 **MERCEDES V-CLASS**
All aboard luxurious new van-based seven-seat people carrier.

40 **AUDI A1 1.0-LITRE**
It's the first Audi to get a three-cylinder engine, and we've driven it.

42 **V60 CROSS COUNTRY**
After rugged S60 saloon impressed, now we try the chunky V60 estate.

45 **MAZDA MX-5 2.0**
Verdict on roadster with most powerful 2.0-litre engine on British roads.



NEED TO KNOW
Ingenium engines are built in a new £500million factory in West Midlands



Caption to go in space here please
Caption to go in space here please



Torquely diesel gives Discovery strong pace

the throttle, the new engine never emits the same buzz and rattle as the old 2.2.

The gearbox has a lot of ratios to play with, but again it works more harmoniously alongside the new 2.0-litre Ingenium than it did with the old unit. Accelerate quickly, and there's a slight hesitation before the right cog is engaged; but from then on, the punchy changes keep the engine working in its optimum power band.

Plus, the broad 430Nm of torque propels you along at a fair old pace – with the sprint from 0-62mph taking just 8.4 seconds. This higher-powered model is slightly less efficient, but 53.3mpg economy and 139g/km CO₂ emissions are unrivalled for a compact, four-wheel-drive, seven-seat SUV.

The rest of the Discovery Sport is unchanged, so the tidy handling, high-speed composure and abundance of grip served up by the four-wheel-drive system remain as impressive as before. The steering

has a nice weight to it, yet the car still falls short of the light-footed BMW X3 for agility.

It beats it for practicality, though. The Disco's trump card is its 5+2 seating set-up on all but the entry-level model, which you won't find in any of its rivals. Access is a little awkward and the third row of seats is a bit snug, but children shouldn't have any complaints there, while adults will find head and legroom more than sufficient in the middle row. Keep the rearmost seats stowed in the boot floor, and there's a generous 981 litres of storage, rising to 1,698 litres if you drop the second row of seats.

Other updates to the Land Rover are rather minor. There are now USB charging ports and climate control in all three rows of seating, while an external pedestrian airbag and new alloy wheel designs have also been added. All are welcome additions, but even without them, the updated Discovery Sport would still prove to be more popular than ever.

Essentials

Land Rover Discovery Sport TD4 HSE Luxury

Price:	£43,000
Engine:	2.0-litre 4cyl diesel
Power:	178bhp
Transmission:	Nine-speed auto, four-wheel drive
0-62mph:	8.4 seconds
Top speed:	117mph
Economy/CO₂:	53.3mpg/139g/km

ON SALE Now



EQUIPMENT All models come with multifunction steering wheel, part-leather trim, alloys and an eight-inch colour touchscreen, as well as a 10-speaker audio system



ENGINE New 2.0 diesel engine is the same as you'll find in new Jag XE, and brings extra refinement and fuel efficiency. Revamp hasn't altered Disco's exterior design, though



Verdict

THE initial uptake and demand showed exactly how strong a contender the Discovery Sport was, and the arrival of the new Ingenium diesel engine takes that up a notch. It makes the car difficult to overlook, as it's more refined and significantly more efficient than it was before. The Discovery Sport was a good SUV when it arrived seven months ago; and it's now a great one.





Ford S-MAX

FIRST UK DRIVE We see if sporty seven-seater impresses on UK roads



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@jonathan_burn

AE IN a sea of sensible slab-sided MPVs, the first Ford S-MAX stood out thanks to its chiseled good looks and genuine focus on driver involvement. Over 400,000 European sales since 2006 demonstrated its appeal, and now, nearly 10 years later, the all-new second-generation model has finally arrived in the UK.

Unsurprisingly, it sticks very closely to the recipe created by the popular original. The footprint is largely the same – so you can squeeze in just as many people and as much luggage.

Ford has made a real effort to ensure the interior layout is as flexible as possible, with up to 32 seating and loading combinations. Like before, the third row of seats will be a little tight for taller adults, but the Easy-Entry system allowing the middle row of seats to slide and tilt forward in one smooth movement provides decent access. As a

class first, Ford has also included Easy-Fold seating for the second and third rows, which sees them fall effortlessly flush with the boot floor at the push of a button. Do that and you'll have 2,020 litres of luggage space at your disposal.

However, even with five seats in place there's still a generous 965 litres – although that's fractionally down on the S-MAX's main rivals. A flat floor, high roofline and three individual seats in the middle make seating three adults abreast a doddle.

As you'd expect, Ford has crammed the newcomer full of safety kit to keep all those on board as safe as possible. Along with new second-row side impact airbags, Ford has added a new intelligent speed limiter which automatically adjusts the car's speed depending on the limit imposed. The dash

now has a real hi-tech feel, too. Instead of a traditional instrument cluster, there's now a slick 10-inch digital display, with a smaller eight-inch touchscreen in the centre console controlling the navigation, air-con and Bluetooth.

On the outside, the roofline has been slightly lowered, giving the S-MAX a rather slick profile for a high-sided MPV. The nose is sharper, dominated by the hexagonal grille, the flanks are more pronounced, and the subtly swooping roofline undoubtedly makes this car one of the most handsome MPVs around. On paper at least, it should also remain one of the best to drive.

Based on the same platform as the latest Ford Mondeo, the newcomer has benefited from a marginal shift towards

"Its steering instills the car with a greater sense of agility than its size would lead you to believe"

Performance

0-62mph/top speed
10.8 seconds/123mph



Running costs

56.5mpg (official)
£80 fill-up



NEED TO KNOW

Safety kit includes speed limiter, which adjusts car's speed depending on limits imposed



Ford claims 32 seating and loading combinations; boot space impresses with a maximum load bay of 2,020 litres with all seats down



Roofline has been lowered, for slick look; on the road, focus is now more on comfort

overall comfort and refinement, but retains the traits that made the Mk1 such a hit. The steering is direct and responsive for a seven-seater, instilling it with a far greater sense of agility than its size would lead you to believe. It has perhaps lost a degree of its sharpness over its predecessor, but in its place comes a greater level of comfort.

The S-MAX covers ground with real composure and maturity, ironing out bumps and absorbing all but the worst road imperfections. There's no escaping the obvious body roll through corners, but the supple damping and tight body control contain excessive lurching – it's a trick Ford has managed to pull off with all its refreshed MPVs, including the flagship Galaxy.

You're not short on engine choices, either. Ford predicts diesels will account for a whopping 97 per cent of sales, with

the options comprising 2.0-litre engines in different states of tune. The remaining three per cent will be shared between the 158bhp 1.5-litre and a 237bhp 2.0-litre turbo petrols – the latter sourced from the Focus ST.

We tested the 148bhp 2.0-litre diesel, which comes as standard with a six-speed manual box. As with the 178bhp version, it's also available with Ford's smooth six-speed PowerShift auto, to which you can add all-wheel drive, too. Spec'd in mid-range Titanium trim, the S-MAX comes in at £27,695, with the more powerful 178bhp model adding a further £750 on to the price.

If we're honest, the 148bhp model has all the power you'll need – you'd stop short of calling it quick, but it's the smoothness of the power delivery that impresses most. Close in on the top of the rev range and it sounds gruff, but what diesel engine doesn't? Both versions also claim the same 56.5mpg and 129g/km of CO₂.

Essentials

Ford S-MAX 2.0 TDCi

Price: £27,695

Engine: 2.0-litre 4cyl diesel

Power: 148bhp

Transmission: Six-speed manual, front-wheel drive

0-62mph: 10.8 seconds

Top speed: 123mph

Economy: 56.5mpg

CO₂: 129g/km

ON SALE Now



STYLING Tail-lights look great, plus when you select reverse gear, to back out of a space, for example, the optional Cross Traffic Alert system warns of vehicles passing behind you



ENGINE Ford predicts diesel engines will be most popular, accounting for vast majority of sales. Our 148bhp model emits exactly the same amount of CO₂ as more powerful 178bhp version



Verdict

WHEN the first S-MAX arrived in the UK, it demonstrated why buying an MPV doesn't necessarily mean a compromise when it comes to style or handling. This second-generation model picks up where the first car left off, being stylish inside and out, immensely practical and crucially remaining better to drive than all of its rivals. It comes packed with safety kit and boasts impressive gadgets. There are few safer, more practical or more stylish ways of transporting a family of seven.





V-Class' steering is sluggish and suspension firm, but our top-spec car's diesel packs a 187bhp punch

Mercedes V-Class

Performance

0-62mph/top speed
9.1 seconds/129mph



Running costs

44.8mpg (official)
£80 fill-up



FIRST UK DRIVE Can spacious, luxurious seven-seat MPV shake off commercial vehicle roots?



Sean Carson
Sean_Carson@dennis.co.uk
@Carson_oncars

AE THE new Mercedes V-Class is aimed at those for whom a regular MPV is simply too small. And with its luxurious and cavernous interior, it offers a different level of business class comfort to a regular high-end saloon. It has a big hurdle to overcome to reap success, though.

The V-Class costs £43,520, and after adding a few options, our test car came in at £48,265. And even for that money, there's no smooth, purring V6 under the bonnet – the 187bhp 2.1-litre four-cylinder diesel in this car is the top-of-the-range unit.

There's plenty of performance on tap, though, with the sprint from 0-62mph taking 9.1 seconds. However, put your foot to the floor, and acceleration is accompanied by an unwelcome diesel drone. It's better to coax the V-Class along gently so the seven-speed automatic gearbox doesn't kick down and cause more clatter in the cabin.

There's no getting away from the V-Class' commercial vehicle roots, though. With its slow steering and upright driving position, it still feels more like a van than a car from behind the wheel. And while the lavish, leather-lined interior is sumptuous, the suspension never quite settles down over rippled roads.

However, load it up with people and luggage, and the extra weight calms the

ride down as the car floats far more serenely over bumps than when empty.

In standard, seven-seat configuration, there's plenty of room for all passengers, yet there's also an eight-seat option available for the long-wheelbase model that turns the individual middle-row chairs into another three-seat bench. A folding table comes as standard in the seven-seater, too, which is handy if you arrange the chairs in a 'lounge' formation facing each other.

With twin-electric sliding doors, access to the rear is easy. A split tailgate with a power close feature adds more practicality, while storage is good. You get seat nets, big door bins with double height trays in the front, plus a central cubby with two cup-holders.

Up front, the dashboard design is similar to those in many of Mercedes' passenger cars, with an optional 8.4-inch, tablet-style multimedia screen sitting in the middle surrounded by round air vents and the climate controls.

Stop/start is also on the kit list, which helps to push fuel economy up to a claimed 44.8mpg and CO₂ emissions down to 166g/km.

This will help put the V-Class on the radar of private hire businesses that use such cars to chauffeur clients, as well as private buyers looking for something a little more than a conventional MPV.



NEED TO KNOW

Sidewind Assist is a useful piece of tech given the V-Class' vast dimensions and slabby sides, as it helps to reduce the effect of crosswinds

Essentials**Mercedes V250 BlueTEC SE**

Price:	£43,520
Engine:	2.1-litre 4cyl, turbodiesel
Power/torque:	187bhp/440Nm
Transmission:	Seven-speed automatic, rear-wheel drive
0-62mph:	9.1 seconds
Top speed:	129mph
Economy:	44.8mpg
CO₂:	166g/km

ON SALE Now

EQUIPMENT Sat-nav is standard on the V-Class, as are Bluetooth and heated leather seats. You also get Active Park Assist with a reversing camera, plus cruise control and Sidewind Assist



PRACTICALITY Boot capacity rises to 610 litres depending on seat configuration, but maximising legroom means there won't be much space for luggage behind the third row of seats

**Auto Express Verdict**

THE new Mercedes V-Class with the top-spec 250 BlueTEC diesel engine is about as upmarket as people carriers come, but there's still no getting away from its van-based roots, as refinement issues spoil the premium image. The fidgety ride and high price tag are the other question marks over the V-Class, yet such problems affect rivals, too. VW's Caravelle Business is £57,305, which makes the Mercedes look like good value.



Mercedes GLC 220d

FIRST DRIVE Verdict on entry-level diesel version of new X3 and Q5 rival**NEED TO KNOW**

Despite its lower power output, 220d will cost exactly the same amount to run as 201bhp GLC 250d – with identical economy and CO₂ emissions



Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

AE WE'VE already driven the powerful Mercedes GLC 250d and plug-in 350e, but how does the cheaper 220d fare in a competitive premium SUV market awash with BMW X3s and Audi Q5s?

The 220d uses a detuned version of the 2.1-litre diesel in the 250d – this is exactly the same engine you'll find in the identically badged C-Class. With 168bhp, it's 33bhp down on the GLC 250d, while peak torque is reduced from 500Nm to 400Nm.

On the road, though, the deficit is barely noticeable. Yes, the 250d is more eager when you plant the throttle in third or fourth gear, but from a standstill both cars build speed in a gentle yet efficient manner. The 220d takes just seven tenths longer to cover 0-62mph (8.3 seconds vs 7.6 seconds), yet costs £1,155 less spec-for-spec.

Our car had the £1,495 optional air-suspension, but as we've mentioned in our previous reviews, all UK cars come as standard with steel springs and adaptive dampers. With air suspension, the GLC rides really well, gliding over crumbling tarmac, and even this entry-level 220d is remarkably refined at cruising speeds. Unlike in the C-Class, the rattly diesel is nicely

Entry-level GLC is refined on the move

suppressed on anything but full throttle loads, and there's very little wind noise or tyre roar to speak of.

The GLC is no sports car, and the X3 remains the best driver's choice in this class, but body roll is well controlled and there's plenty of grip, which is as much as you could hope from a high-riding SUV. Torque is split 45:55 front to rear on this lesser 220d, while the faster 250d sends 69 per cent to the back axle. It'd take a very keen driver to distinguish any difference in normal conditions, though, and the two feel very similar on a twisting country road.

As with the 250d, all 220d models get a nine-speed automatic box, which provides smooth changes despite only having a single clutch. It'll quickly drop from ninth to fifth if you ask it to, and even into fourth if you request maximum acceleration by pushing the throttle right to the floor.

The gearbox certainly helps efficiency, as the GLC 220d promises exactly the same fuel economy and CO₂ figures as the more expensive 250d, at 56.5mpg and 129g/km. The latter means road tax costs £110 a year.

**Essentials****Mercedes GLC 220d**

Price:	£34,950
Engine:	2.1-litre 4cyl diesel
Power/torque:	168bhp/400Nm
Transmission:	Nine-speed automatic, four-wheel drive
0-62mph:	8.3 seconds
Top speed:	130mph
Economy:	56.5mpg
CO₂:	129g/km

ON SALE Now

SPEC GLC comes in SE, Sport and AMG Line trims. Even basic cars get ARTICO electric leather seats, but you'll need to step up to Sport for sat-nav



PRACTICALITY Passengers in the back benefit from decent head and legroom, while the 550-litre boot is identical in size to the BMW X3's

**Auto Express Verdict**

FOR many, the jump from the Mercedes GLC 220d to the more powerful GLC 250d will seem worth the £1,155 premium, but on the road the boost in power is barely noticeable. The entry-level 220d is smooth and refined and, despite the detuned engine, feels more than at home on motorways. If you can't stretch to the extra, you shouldn't feel short-changed with the capable, well resolved 220d.





NEED TO KNOW

Turbo is the same engine as found in VW's Polo BlueMotion. It's slightly thirstier yet still makes for free road tax due to CO₂ emissions of less than 100g/km

Essentials

Audi A1 1.0 TFSI

Price:	£14,315
Engine:	1.0-litre 3cyl turbo
Power/torque:	94bhp/160Nm
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	10.9 seconds
Top speed:	116mph
Economy:	67.3mpg
CO₂:	97g/km

ON SALE NOW



Audi A1

Practicality

Boot (seats up/down)
270/920 litres



Running costs

67.3mpg (official)
£52 fill-up



FIRST UK DRIVE Does three-cylinder turbo bring out best in supermini?



Jonathan Burn

Jonathan_Burn@dennis.co.uk
@Jonathan_burn

AE IF you're in the market for a supermini and a three-cylinder turbo is available, it has long been the preferred option. Peppy performance, strong refinement and good fuel economy make these engines ideal for any urban commuter. And for the first time, Audi has pounced upon this growing trend by introducing a new 1.0-litre three-cylinder turbo as part of the updates for its A1.

It's a notable addition for a number of reasons. Firstly, because it becomes the first ever three-cylinder Audi; and secondly, as it brings the price of the A1 to under £15,000.

The engine may be new, but its development isn't. Plucked from the VW Group's parts bin, the 1.0-litre turbo is shared with the VW Polo and produces the same 94bhp and 160Nm of torque. More impressively, it claims 67.3mpg economy and 97g/km CO₂ emissions – figures that will give any prospective A1 diesel buyer something to think about.

If the £1,115 you'll bank from plumping for the 1.0-litre over the 1.6 diesel doesn't tempt you, then the far more civilised manner in which it zips you around surely will. In such a small premium package, hearing the offbeat thrum of the three-cylinder up front feels un-Audi-like, but its polished power delivery and punchy character make it a great fit.

There's some hesitation from the engine pulling away from a standstill, but

once you get beyond 1,500rpm, it spins cleanly and quietly. It packs a punch, too, sprinting from 0-62mph in 10.9 seconds.

Unfortunately, as the A1 shares much of its DNA with the Polo, it's more sensible than it is exciting. The smaller 15-inch wheels and softer suspension make our entry-level SE car more comfortable to live with than the Sport model. We just wish the new electric steering provided more feedback.

The long ratios of the

five-speed gearbox make it an admirable motorway cruiser, keeping the engine hushed while also returning decent economy. The only downside is the long throw and the fact it's also rather clunky.

Practicality remains a slight issue on the three-door model, as access to the two-seat rear is tight. However, if you fork out an extra £620 for the five-door Sportback model, you'll have no such problem as it features a small third back seat.



CABIN

Smart interior looks and feels upmarket, while handling is agile and engaging



EQUIPMENT Impressive Bose sound system is a £690 optional extra, but our SE model featured alloys, air-con and a 6.5-inch retractable display as standard



PRACTICALITY For an additional £620, the A1 comes as a more practical five-door Sportback with a third rear seat. Both feature a 270-litre boot



HEADLAMPS LED headlights aren't an option on entry-level SE cars, but you can specify auto lights and wipers for £125 – plus foglamps for £140



Verdict

AS an entry point into Audi ownership, the 1.0-litre TFSI makes the A1 even more obtainable and cheaper to run. Now generously priced from under £15,000, this turbo petrol model will appeal to those looking for a premium small car package without having to deal with the associated costs. It's good to drive, comes reasonably equipped and is more than at home on the motorway.



PAINT)(SHIELD

Protect yourself from the Asteriod Belt

Generation 2 Self Healing Protection has Arrived.

Having brought the first Generation of Self Healing Film to the UK two years ago, our Technicians have added the latest Second Generation self healing Protective technology to our Inventory.

In your intergalactic travels protecting yourself from those micro meteor impacts has never been more important. We all know respraying your ship in some far off location is a bit of a pain, much better to not have to. Best of all though wear and tear from scratches picked up in your travels is very disconcerting to the Locals; abductions go much easier when you have a scratch free shiny ship when visiting Earth.

For the best paint protection in the Galaxy drop in to planet earth and contact our specialists on 01733 390777, or fire up the Intergalactic net and warp to www.paintshield.co.uk and they will get you protected and on your way in next to no time (theory of relativity applies).



PAINT)(SHIELD

Paintshield Ltd · Unit 4 · Morley Court · Morley Way · Peterborough · Cambridgeshire · PE2 7BW
t: 01733 390777 · f: 01733 390778 · web: www.paintshield.co.uk · e: info@paintshield.co.uk

stone chip protection
combat swirl marks
self-healing technologies
protect from -

- stone chips
- swirl marks
- bird lime
- brake fluid & oil resistant

concours winning finish
best in class for durability

t: 01733 390777

f: 01733 390778

e: info@paintshield.co.uk

w: www.paintshield.co.uk



Essentials

Volvo V60 Cross Country D4 AWD Lux Nav

Price:	£38,025
Engine:	2.4-litre 5cyl turbodiesel
Power:	188bhp
Torque:	400Nm
Transmission:	Six-speed automatic, four-wheel drive
0-62mph:	8.9 seconds
Top speed:	127mph
Economy:	49.6mpg
CO₂:	149g/km

ON SALE Now



PRACTICALITY Cross Country doesn't offer any more boot space than a regular V60 – which means a cosy 430 litres with the rear seats in place, or 1,241 litres with them down



EQUIPMENT Top-spec Lux Nav versions of the rugged V60 feature unique alloys up to 19 inches in size. Deep sidewalls and extra ride height ensure it's comfortable on road



Volvo V

FIRST DRIVE Chunky 4



James Batchelor
James.Batchelor@dennis.co.uk
@JRRBatchelor

AE VOLVO is taking a scalpel to its range in a bid to cut out the confusing cocktail of model numbers. It's adopting a simpler naming structure, and by the end of the decade, its model range will consist of three 'clusters': 40 (V40 and XC40), 60 (S60, V60 and XC60) and 90 (S90, V90 and XC90).

And yet Volvo is arguably muddying the waters with its 'Cross Country' sub-brand. This effectively creates three pillars in each cluster, joining the standard cars and sporty R-Designs, with the Cross Country models being a stepping stone to the full-on XC.

The Cross Country name debuted on 1997's V70, but was largely dormant until 2013 when it was revived for the V40 Cross Country – an SUV-lookalike family hatch. The Cross Country range now grows from one to three models with S60 and V60 versions; we drove the S60 saloon in Issue 1,382, and now we've hit the road in the estate.

To allow the Cross Country to tackle more rugged terrain than other V60s, Volvo has

jacked up the standard car's suspension by 65mm and added a raft of typically off-road body jewellery. So at the front there is the usual silver-coloured scuff plate, honeycomb front grille and black plastic wheelarch mouldings. Along the sides are a pair of extra scuff plates, while at the back is, you guessed it, another scuff plate.

Unsurprisingly, Volvo is predicting British buyers will drift towards the V60 rather than the oddball S60 Cross Country, so there's a wider trim selection available. Standard SE models, starting at £30,195, get cruise control, 17-inch alloys, roof rails, Bluetooth, climate control and autonomous braking, while Lux versions, priced from £32,945, add leather seats and smart TFT dials. For an extra £800, each trim level can also be upgraded to a Nav model adding sat-nav and Internet connectivity.

Compared to the niche S60 Cross Country, the V60 also gets a better engine selection. Entry-level cars come as standard in front-wheel drive, reducing

year-round driving ability, but the pay-off is they get Volvo's new range of super-eco Drive-E diesels. There are 148bhp D3 and 188bhp D4 variants – both 2.0-litre, four-cylinder diesels that, when hooked up to the six-speed manual box, emit just 111g/km and return 67.3mpg. Prefer an automatic? There's a new eight-speed auto for an extra £1,550, claiming 120g/km and 61.4mpg.

We drove the car that has the skills to match its go-anywhere looks. The range-topping D4 AWD version (only available with a six-speed auto) is fitted with Volvo's trusty 2.4-litre diesel, and its charming five-cylinder growl and hefty 400Nm of torque make for decent acceleration and refined cruising



NEED TO KNOW

Even though it looks and feels similar, the V60 Cross Country doesn't replace the XC70. The V70-based off-roader rides 9mm higher than the V60





All-wheel-drive Cross Country offers lots of grip, but has same vague steering as regular V60 here please caption here

V60 Cross Country

WD estate offers blend of off-road capability and premium appeal

Practicality

Boot (seats up/down)
430/1,241 litres



Verdict

FOR those in the market for a premium estate car with all-year round driving abilities and a jacked-up ride height for light off-roading, the V60 Cross Country is an interesting choice. We'd opt for the all-wheel-drive model over entry-level front-wheel-drive versions, even though it's more costly to run, as it simply makes more sense. But buyers will have to be committed to buying into Volvo's posh Cross Country badge, because the SEAT Leon X-Perience offers a similar proposition – albeit with a less premium badge – for around £10,000 less.



ability. As it's four-wheel drive, it's capable of a bit of green-laning, too. In normal driving, it runs in front-wheel-drive mode, but it can switch to four-wheel drive in slippery conditions, and there's hill descent control, too. The downside is it'll hit your pocket more – fuel consumption stands at a disappointing 49.6mpg and CO₂ emissions of 149g/km mean it costs an extra £115 a year to tax.

The all-wheel-drive V60 Cross Country drives better than the front-driven S60 we tried in Issue 1,382 – its extra weight and grip give more balanced handling. That said, the rugged estate still suffers from the standard V60's numb steering and brake pedal feel, although the extra ride height makes for far more comfortable progress.

In other respects, the Cross Country is unchanged over a standard V60, so there's a 430-litre boot, expanding to 1,241 litres with the rear seats folded. But that stylish curving roofline eats into space; a BMW 3 Series offers an extra 65 and 259 litres.

Driving Tomorrow

NO NEED TO FEAR

NEXEN TIRE optimizes pattern design & structure
to maximize wet performance.
WITH NEXEN TIRE, NO NEED TO FEAR

N FERA RU1

NEXEN

NEXEN TYRE

NEXEN TYRE Global Homepage - <http://int.nexentire.com>
NEXEN TYRE UK Homepage - <http://www.nexen-tyres.co.uk>



Handling has always been an MX-5 strong point, and 2.0-litre boosts this with the addition of a limited-slip diff

Performance
0-62mph/top speed
7.3 seconds/133mph



Mazda MX-5



FIRST UK DRIVE We're wowed by 2.0-litre roadster on British roads



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@jonathan_burn

IT'S nearly 25 years since the original MX-5 landed, and even now there remains little in the way of competition. Its tantalising mix of agility, affordability and style has kept buyers coming back again and again, and this latest fourth-generation model is certain to uphold its appeal.

It's already bagged Auto Express' Roadster of the Year award, but this is the first time we've driven the higher-powered 158bhp 2.0-litre version in the UK. Sales of the MX-5 are stronger in Britain than anywhere else in Europe, and this 2.0-litre model is set to be the bigger seller in the range of two.

It will set you back a further £850 over the 129bhp 1.5-litre car, although you get an additional 29bhp and 50Nm of torque for your money. That may not sound like a great deal, but powering a car that weighs only a fraction over 1,000kg, it makes a discernible difference.

It knocks a whole second off the 0-62mph sprint time, taking it to 7.3 seconds, while top speed jumps 6mph to 133mph. Where the extra shove really shows is coming out of slower bends, bringing you up to speed with greater ease thanks to the wider torque band. What the engine also brings is a 25kg weight penalty over the nose, but unless you're Fernando Alonso or Lewis Hamilton, you'd be hard-pressed to notice.

The MX-5's combination of inherent light-footedness and a direct and darty front end will keep you beaming from ear to ear. There's also a lovely flex in the body as you turn in, letting you know just how much more it can handle. Another benefit of the 2.0-litre is the addition of a standard limited-slip



Upmarket cabin is full of high-quality materials and equipment



NEED TO KNOW
Mazda has ruled out a higher-performance MX-5, but its imminent sister car – the Fiat 124 Spider – will spawn a faster Abarth derivative

differential, so heavy boots of throttle provoke the rear end a lot better.

However, it's the level of involvement and accessibility of the performance on offer which makes – and always has made – the MX-5 so rewarding to drive. The stubby and weighty gearshift encourages changes, while the raspy exhaust note goads you into chasing the engine to its near-7,000rpm rev limit. But even if you

ease off, the Mazda holds its own as a compliant and soothing roadster.

The ride is supple and forgiving on the larger 17-inch alloys, but the fabric roof isn't the best at dispersing wind noise. And while the 130-litre boot is wide and deep, some may grumble about the lack of storage space in the cabin. If that's likely to be a deal breaker, perhaps a two-seat roadster really isn't the car for you anyway.

Essentials

Mazda MX-5 2.0i SE-L Nav

Price:	£20,695
Engine:	2.0-litre 4cyl petrol
Power:	158bhp
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	7.3 seconds
Top speed:	133mph
Economy:	40.9mpg
CO₂:	161g/km

ON SALE Now



COMFORT Wind deflector – standard on SE-L spec models and above – helps reduce buffeting in cabin. With the roof up, though, there's lots of wind noise



EQUIPMENT The 2.0-litre models come only in SE-L spec and above, with a seven-inch touchscreen, 17-inch alloys and black exterior detailing as standard



PRACTICALITY This is the MX-5's biggest weakness, as its shallow boot offers just 130 litres of space and there's a lack of storage inside



Verdict

THE extra performance, equipment and value that the 2.0-litre model brings probably makes it the MX-5 to go for. It offers up that added urgency when you need it most, and only serves to enhance all the exhilarating thrills for which this roadster made its name. It's little wonder so few manufacturers have attempted to challenge the MX-5, but based on what Mazda has developed, they wouldn't stand a chance.





Cadillac CTS-V

FIRST DRIVE V8 monster is a convincing BMW M5 rival

AE Jens Meiners

THE Cadillac CTS-V is a Corvette in a business suit, and has been designed to give the BMW M5 and Mercedes-AMG E 63 a run for their money. Under the bonnet, the 6.2-litre supercharged V8 has been lifted straight from the Corvette Z06, so produces a stonking 640bhp and 855Nm of torque – more than any German rivals can muster.

Performance is truly explosive. The 0-62mph sprint takes just 3.7 seconds, with the eight-speed torque converter automatic transmission whipping through the gears. It'll do 199mph flat out – and that feels like a conservative estimate.

It stops just as quickly, too, thanks to a brake system equipped with six-piston calipers at the front and four-piston calipers at the rear. The well weighted power-steering allows you to direct the 5.5-metre saloon precisely through a series of bends, and the electronic limited-slip diff works wonders. Plus the 19-inch wheel and tyre combination provides plenty of grip.

However, as with all rear-driven muscle cars, the CTS-V is more than inclined to light up the rear wheels when provoked. It's well mannered and easy to control at lower speeds, though.

Engine noise is manipulated via an under-bonnet microphone, but while rivals like the M5 sound more manufactured, Cadillac's system cleverly heightens the bellow from the brutal V8 engine.

Drivers can select a variety of driving modes at the flick of a button, while the infotainment system is easy to use, if not quite as upmarket as in German rivals.



NEED TO KNOW
The CTS-V's 6.2-litre V8 engine has been lifted straight from the latest Corvette Z06 sports car

Cadillac CTS-V

Price:	£70,000 (est.)
Engine:	6.2-litre s'charged V8
Power:	640bhp
Transmission:	Eight-speed auto, rear-wheel drive
0-62mph:	3.7 seconds
Top speed:	199mph
Economy:	23mpg (est)
CO₂:	290g/km (est)

ON SALE N/A



Verdict

DESPITE being a brutal, hard-hitting muscle car, the CTS-V is more advanced than its predecessors and can finally be considered as a genuine rival to accomplished alternatives from the likes of BMW and Mercedes. Unfortunately, Cadillac has no plans to offer the CTS-V in right-hand drive, so if you can afford the £70,000 price tag, it's not entirely compromise-free.



Coming soon

Automeia



AUDI A5 SPRING 2016

Sister car to new A4 will be based on the same platform with the same engine and tech choices, but add sleek styling.

SUPERMINIS

Fiat 500	2020
Ford Ka	2016
Ford Fiesta	2017
Honda Jazz	summer
Renault Twingo GT	late 2015
Renault ZOE update	late 2015
Renault 5	late 2017
SEAT Ibiza	2016
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Honda FCEV	mid 2015
Infiniti Q30	October
Kia Optima facelift	late 2015
Jaguar XE Sportbrake	2016
MG5	2020
MINI Clubman	mid 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Renault Mégane	mid 2016
Skoda Superb Estate	September
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf CC	2016
VW Passat Alltrack	summer

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2015
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
McLaren 540 C	2016
Mercedes C 450 AMG Sport	2016
MGTF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Clubsport	2016
VW Scirocco GTS	2016

SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	late 2015
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Kia Niro	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
MG GS	2016
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

PEOPLE MOVERS

Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

Audi A8	2017
BMW 5-Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes E-Class	2016
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



Buying a new car?
Tell us about your experience
www.autoexpress.co.uk/driverpower

#loveyourjourney



- **Garmin European Navigation**
- **Digital Tick Approved DAB Radio**
- **Bluetooth Hands-Free & Streaming**
- **iPod / iPhone Music Playback**
- **Android Smartphone Integration***
- **True Mirroring of iPhone/Android Apps On Screen***

Take your standard journey to a new level with the Kenwood DNX525DAB. Available to order from your local Volkswagen dealer now.

To find out more about the
DNX525DAB and the rest
of Kenwood's exciting
multimedia range please visit
www.kenwood-electronics.co.uk

digitalradio  Certification mark
Approved Product

KENWOOD
www.kenwood-electronics.co.uk



Power trip

Renault has unleashed a new, more potent Clio RS Trophy in a bid to reclaim the hot hatch crown. We see if it can beat Peugeot and Ford

Pictures: Otis Clay Location: Llandow Circuit, Glamorgan

66 **LIVING WITH A... FIAT PANDA CROSS**
Look beyond connectivity glitches, and rugged baby has been a star.



68 **LIVING WITH A... VW GOLF GTI**
Class-leading hot hatch is set to leave fleet, and we don't want to let it go.



Renault Clio RS 220 Trophy

Price: £21,780

Engine: 1.6-litre 4cyl turbo, 217bhp

0-60mph: 6.6 seconds

Test economy: 31.3mpg/6.9mpl

CO₂: 135g/km **Annual road tax:** £130



Peugeot 208 GTi

Price: £21,995

Engine: 1.6-litre 4cyl turbo, 205bhp

0-60mph: 6.3 seconds

Test economy: 35.5mpg/7.8mpl

CO₂: 125g/km **Annual road tax:** £110



Ford Fiesta ST-3 Mountune

Price: £20,144

Engine: 1.6-litre 4cyl turbo, 212bhp

0-60mph: 6.4 seconds

Test economy: 33.4mpg/7.4mpl

CO₂: 139g/km **Annual road tax:** £130

AE THE Renaultsport Clio ruled the hot hatchback roost for years, but when the current car was released in 2013 it was met with a frosty reception. In place of the naturally aspirated 2.0-litre engine and manual gearbox, the new car debuted a 1.6-litre turbo engine and a dual-clutch paddleshift transmission.

It robbed the car of some of its frenetic hot hatch thrills, but with this new 220 Trophy version, Renault claims it's injected an added hit of va-va-voom. Power is now up to 217bhp, while the gearshifts are up to 50 per cent faster. The Trophy also benefits from stiffer dampers allied to a lower ride height to give it the extra focus and sharper edge it deserves.

But it's going to face a tough task, as we're pitching the Renault against its compatriot – the upgraded Peugeot 208 GTi – and one of our favourite hot hatches: the Ford Fiesta ST. With more power and suspension tweaks, the Peugeot's performance has had a hike, too. So to ensure the playing field is level, the ST we've lined up comes with a Mountune power pack. Does the Trophy have what it takes to beat the latest and greatest contenders?



MODEL TESTED: Renault Clio RS 220 Trophy

PRICE: £21,780 **ENGINE:** 1.6-litre 4cyl, 217bhp

AE IN a bid to improve the weak points of the standard Clio RS, Renaultsport's tuning gurus have tweaked the car to deliver even more performance and – hopefully – driving enjoyment. We test the £21,780 Trophy to see if it's worked.

Styling 3.8/5

WITH its huge 18-inch wheels, lower ride height and matt Frost White paint, the Renaultsport Trophy looks more like a Clio Cup racer than a roadgoing hatchback. The big silver 'blade' in the front bumper mimics the larger Mégane 275 Trophy R, and with its Trophy graphics it's just one of the bespoke touches that sets this car apart from the regular Clio. Other details include extra badging for the door mouldings and a specially numbered plate on the door sill.

Along with the flared wheelarches, deep rear bumper housing the fat exhaust pipes, the big boot spoiler and that ground-hugging front end, the result is a hunkered-down, hardcore-looking hot hatch that has plenty of visual purpose – even next to the aggressively styled pairing it's up against here.

Big headlight clusters with neat running lamps flank the oversized Renault badge that sits in the middle of the 'bow-tie' grille. With extra width to the body it looks chunky, but even though the rear door handles have been cleverly hidden, the five-door configuration won't be to everyone's tastes, especially when compared to the sporty three-door silhouettes of the Peugeot and Ford.

Inside, the Trophy is more understated. The air vents feature carbon fibre-effect surrounds, but apart from that, it's business as usual in the Clio. That means the piano black central touchscreen tablet still sprouts from the dash, although other plastics aren't as polished and trail rivals for quality. The leather steering wheel and metal gearshift paddles are tactile, but to match this feel with the upholstery you'll have to upgrade the Trophy's seats.

The two-piece buckets will set you back £1,600, and they add extra support and hold you in place with their high backs. Plus, specifying them is the only way to get leather upholstery and heated seats. Apart from this, the Trophy comes well equipped, boasting sat-nav, parking sensors and a reversing camera, cruise control, keyless go and Bluetooth as standard. If you want the special Frost White paint with the black roof, it'll cost you another £1,300 – but you can opt for another metallic colour for a more reasonable £495.

Driving 4.0/5

THIS isn't the first time Renault has attached the Trophy badge to one of its high-performance hatches. The original Clio Trophy didn't offer any more power, but featured real race car-spec suspension, while the current Mégane Trophy R is a more powerful stripped out hardcore track special. Here, Renault has pitched the second-generation Clio Trophy in between the two, with a touch more power from its 1.6-litre turbocharged engine and some suspension tweaks, rather than huge changes to the chassis.

Power is up 20bhp to 217bhp, while torque is also boosted thanks to a bigger turbo. Renault claims the Trophy's dual-clutch gearbox now shifts up to 50 per cent faster, too, and while the changes are snappier, it's still not quick enough or as involving to drive as the manual Fiesta, for example. It does add up to a performance improvement, though, as our figures show. With launch control engaged, the Clio

Testers' notes

"The Trophy's special seats are good, but at £1,600 they're expensive – especially when the Peugeot and Ford are both equipped with equally good seats that grip your hips and fix you in place. The Fiesta's Recaros in particular are excellent, with part-leather trim and heating. The leather buckets in the Trophy do add extra comfort, but the hard, plasticky finish and stiff suspension mean the cabin rattles and fizzles on the move."



James Disdale Road test editor

rocketed off the line from 0-60mph in 6.6 seconds – half a second faster than the Clio 200 – while the extra torque also means it's quicker in-gear.

In fifth and sixth the engine now pumps out 280Nm, meaning the Trophy is faster from 50-70mph than its standard sibling – but at 1,204kg it's the heaviest car here and was the slowest of the trio from 0-60mph. Despite this, and with only 260Nm on tap in the other gears, the Renaultsport 220 was quicker than the 208 GTi from 30-50mph.

Hot hatches aren't just about straight-line pace, however – which is why the car has stiffer dampers, a 20mm lower ride height at the front and 10mm at the back, 40 per cent firmer rear springs and 10 per cent quicker steering. These changes do make a difference and give the Trophy a harder-edged character on the road and track, serving up extra grip thanks to its sticky Michelin tyres and RS front diff.

It feels sharper, but despite the extra performance, the flat engine and gearbox combination prove that, although it's better to drive, the base car Renault is working from still isn't on a par with the best in the sector. Plus, the chassis changes mean the Trophy isn't quite as civilised on the road as the standard car.

Ownership 3.7/5

THESE days, owning a Renault ensures strong reliability – a decent performance in our Driver Power 2015 satisfaction survey means the brand outranks many premium manufacturers, finishing in seventh place overall. It was the 14th most reliable brand out of 32, but with the Clio's engine shared by other cars made by the Renault-Nissan alliance, it's already proven dependable.

If something should go wrong, the network finished mid-table in our dealer chart, and with a four-year/100,000-mile warranty and four years' roadside assistance, there's plenty of peace of mind. The same is true for safety, as the Trophy is based on the standard five-star-rated Clio. There are no autonomous braking aids, but parking sensors and a reversing camera should help avoid car park bumps.

Running costs 3.4/5

A MOVE to a dual-clutch gearbox for the current-generation Clio RS was meant to improve efficiency. However, the automatic Trophy was less efficient than the two manual cars, recording 31.3mpg. That's 2.1mpg less than the Ford and 4.2mpg less than the Peugeot – this might not sound like much, but it'll mean that over 12,000 miles you'll spend an extra £128 and £241 on fuel respectively.



Renault Clio





Hot looks

FLARED wheelarches, large exhaust pipes and roof spoiler set the hardcore Clio apart on the road, while Trophy badging adds to the newcomer's exclusive appeal

o RS Trophy



CO₂/tax
135g/km
£130 or 22%



Practicality
Boot (seats up/down)
300/1,146 litres



Performance
0-60/30-70mph
6.6/5.6 seconds



Braking
70-0/60-0/30-0mph
44.5/34.4/8.8m



Running costs
31.3mpg (on test)
£53 fill-up



Cabin

INTERIOR is similar to standard Clio's, although carbon fibre surrounds for air vents are a nice touch. Central touchscreen looks impressive, but other fittings feel cheap and plasticky

Practicality 4.0/5

HERE'S where the Renault plays its trump card, thanks to its family friendly five-door layout. It ensures access to the rear is easier if you'll be carrying passengers, although the firm suspension means they might not be especially comfortable on long journeys, despite decent leg and headroom.

A 300-litre boot is the biggest here; it's a useful shape, too, but the loading lip is quite pronounced. Fold the seats down, and even though they don't quite go flat, the Trophy is the only car of our trio that offers more than 1,000 litres of space, at 1,146 litres.

It's a pity cabin storage isn't as generous. Still, the Clio feels like the biggest of the three inside, as you sit quite far back from the heavily raked windscreen.

Testers' notes

"Renault has added a race-inspired feature that lets you 'block' downshift when you're on the brakes – pull and hold the left paddle and it'll downshift to the right gear for your speed. But we'd just prefer crisper changes."



Dean Gibson Deputy road test ed.

MODEL TESTED: Peugeot 208 GTi by Peugeot Sport

PRICE: £21,995 **ENGINE:** 1.6-litre 4cyl, 205bhp

AE TAKING a few hotter mechanical details from the special edition 208 GTi 30th Anniversary model, Peugeot's updated hot hatch blends its extra performance with the luxury and quality of the regular 208. At £21,995, it's on a par with the Renault when it comes to price.

Styling 4.0/5

UNUSUAL paint schemes are proving popular at the moment on cars like our souped-up threesome, and although Renault's new Clio RS Trophy is sporting a matt colour, Peugeot has gone one better by offering what it calls 'textured paint' on the updated 208 GTi. The matt grey finish costs £150 on the GTi by Peugeot Sport – it's £645 on the rest of the range – and it has a rough feel like sandpaper. It's an interesting detail that's bound to split opinion, but in our car's Ice Silver, with black 18-inch alloys and its squat body, the hot 208 looks focused and compact.

The new car gets the same basic styling updates as the recently revised standard 208, but with a focus on even sharper design for this GTi model, so there are new headlights with revised LED running lamps, a wider grille and a deeper, more aggressive front bumper.

The same side scallop detail gives the Peugeot an interesting look in profile, catching the light in conjunction with that paintwork, while at the back, the LED tail-lamps now have a 3D claw effect that ties in with the Peugeot lion. Some extra badging exclusive to this Peugeot Sport model – including on the C-pillar as a nod to the iconic 205 GTi – completes the racier look.

Whereas the Renault's body is larger and more bloated, the 208 GTi appears pared back. However, inside it has a higher-quality feel than the Trophy, with Alcantara seats coming as standard and more tactile materials covering the majority of the cabin. The Peugeot's interior design is the crispest of the three, with stylish but clear dials and a good centrally mounted touchscreen multimedia system that works with the interesting dashboard contours.

But even though the seats are supportive and comfortable, Peugeot's peculiar i-Cockpit interior design means ergonomics still aren't the best (see Testers' note, above). Equipment is on a par with the Renault's, with cruise and climate control, metallic paint, DAB, Bluetooth and parking sensors on the list. However, you'll have to pay £400 extra for sat-nav.

Driving 4.2/5

LIKE the Trophy, the GTi also gets a power hike, so the 1.6-litre turbocharged engine now pumps out 205bhp. That's only 8bhp more than before, but with an extra 25Nm of torque the Peugeot was five-tenths faster from 0-60mph than the previous GTi at the track, taking 6.3 seconds for the benchmark sprint.

The engine loves to rev, and although it can't match the Trophy's performance in the higher gears (partly because it makes its max torque higher up the rev range), it's still good fun to hustle quickly. A small steering wheel means the GTi's steering is fast, and with a lower ride height and wider front and rear axles, tuned suspension and the same sticky Michelin tyres as fitted to the Renault, there's lots of grip to support the quick changes of direction.

The clever diff acting on the Peugeot's front wheels isn't as aggressive as in the 30th Anniversary model, but it still gives good traction on the way out of

Testers' notes

"Peugeot introduced its i-Cockpit layout on the 208 three years ago, and the ergonomics are still no better. You look over the small steering wheel to the stylish dials, but this forces the wheel closer to your knees; raise it up and it obscures your view of the speedo. The central touchscreen is a more welcome feature and helps to declutter the dashboard. Unlike in the larger 308, the climate controls are separate, which we prefer."



James Disdale Road test editor

bends – go into a corner too hot and the 208 will start to wash wide, but by trimming some speed on the way into a bend, you'll be able to plant the accelerator and be much faster on the way out.

There's braking performance to match the acceleration, too, thanks to upgraded Brembo discs and calipers. These helped the 208 GTi by Peugeot Sport come to a halt from 70mph in 48.3 metres – although it still couldn't match the Renaultsport's 44.5-metre stopping distance. Yet while the brakes are impressive, the 208's pedal is too high compared to the accelerator, plus it's overly sensitive to your inputs. Nevertheless, there's a nice balance to the chassis, and you can use the brakes and the throttle to subtly adjust your line through corners.

On the road, the combination of willing engine, sweet manual gearbox, precise steering and a firm but nicely damped ride means the Peugeot is not only more fun to drive than the Trophy, but more comfortable as well.

Ownership 3.6/5

PEUGEOT'S improvement in our Driver Power survey hasn't been quite as strong as Renault's, but it's certainly a step in the right direction. It rose from 14th in 2014 to 10th overall in our manufacturer's chart this year, while its reliability result was also up five places to 12th, making it the highest ranking of the three brands here.

Although the 208's warranty is no match for the Clio's, it's on a par with the Fiesta's, and with a full five-star safety rating from Euro NCAP, there's not much to split the two here. The GTi shares its engine with other cars within the PSA Peugeot-Citroen group, so like the Renault's power unit, we've got no reason to believe the slightly higher states of tune in both cars should affect reliability.

Running costs 3.7/5

WITH the highest purchase price and the lowest predicted residual value, the 208 GTi will be the costliest car to own. Our experts estimate it will retain 41.9 per cent of its value after three years, which is four per cent down on the similarly priced Renault, meaning over three years it'll depreciate by a fairly steep £12,770 – that's £989 and £1,618 more than the Clio Trophy and Fiesta ST respectively.

The Peugeot sits in insurance group 33 – the highest on test and four groups higher than the Trophy's. It translates into annual premiums for our sample driver of £387 for the 208, compared to £365 for the Renault and £376 for the Fiesta ST.



Peugeot 208





Design

MATT grey body paint really stands out on Peugeot and won't suit everyone, but it does fit well with car's sharper lines, and badging is a nice nod to iconic 205 GTi

208 GTi



CO₂/tax
125g/km
£110 or 20%



Practicality
Boot (seats up/down)
285/743 litres



Performance
0-60/30-70mph
6.3/5.6 seconds



Braking
70-0/60-0/30-0mph
48.3/35.8/9.1m



Running costs
35.5mpg (on test)
£59 fill-up



Interior

GTi's cabin is the most stylish here, with higher-quality materials and standard Alcantara seats. Touchscreen integrates well into dashboard, but we still have issues with i-Cockpit layout

Practicality 3.7/5

THE 208 is shorter than the Fiesta and has a longer wheelbase, which compromises boot space. Its load bay is the smallest here at 285 litres in five-seat mode and 743 litres with the rear bench folded. Pushing the wheels to the extremes of the body does mean there's a reasonable amount of room inside, though – it's just that access to the back is a little cramped.

Storage isn't especially great, either. The interior looks slick, but some cubbyholes aren't the easiest to access, while (like the Renault) the car's fuses eat into glovebox room on right-hand-drive cars. There's no doubt the Peugeot's cabin design focuses on style, but despite the glossy look, it's still functional. However, the chunky C-pillars do hamper rear visibility.

Testers' notes

"If you're not keen on the most focused 'by Peugeot Sport' model, the 208 GTi also comes in two other trims: a regular GTi and a GTi Prestige. The latter features the most generous level of kit, including sat-nav."



Dean Gibson Deputy road test ed.

MODEL TESTED: Ford Fiesta ST-3 Mountune

PRICE: £20,144 ENGINE: 1.6-litre 4cyl, 212bhp

AE THE Ford Fiesta ST is one of our favourite souped-up superminis, so to keep pace with the uprated Renaultsport Clio Trophy and Peugeot 208 GTi by Peugeot Sport, here we test an ST-3 with a Mountune power pack, priced at £20,144.

Styling 4.2/5

THERE are still a few angles that its French rivals don't look quite so sleek from, but the Fiesta ST's shape just works no matter what your view. That's down to the more humble underpinnings each car is based on.

The 208 and Clio are curvy, gently styled hatchbacks, but even in standard trim the Fiesta is sharper and more rakish. By turning it into the ST and adding deep bumpers and side skirts, dark grey 17-inch alloys, an overhanging boot spoiler and a big mesh grille, Ford has given the hatch undeniable presence. It's the most aggressive looking choice here and wears its design additions the most naturally. Along with the visual modifications, a lower ride height means the Fiesta ST always looks like it's straining at the leash, hinting at the pent up performance on offer.

The sporty theme is carried through to the inside, and the Ford feels the most driver focused. The Recaro bucket seats lock your hips and shoulders in position – there's plenty of adjustability so you can find the perfect driving position, and all the controls are perfectly weighted.

It's not as stylish as the 208, but the Fiesta's cabin has a functionality we appreciate, even if the sat-nav screen is small and recessed into the dashboard, which can make it hard to read. In some areas it's looking dated inside, but at least the quality of the plastics covering the dashboard and doors is solid. While it might not be quite as well equipped as its two challengers, there's still plenty of kit on offer: cruise control, heated seats, keyless go, Bluetooth and DAB radio all come as standard. There's no reversing camera available, and parking sensors are extra at £200, but they're a worthwhile investment.

Driving 4.8/5

BY equipping the Fiesta ST with the Mountune upgrades, Ford's pocket rocket packs a bigger punch than the standard car. Power is up from 180bhp to 212bhp, and with 320Nm of torque, it's no surprise this is the fastest car here.

Although it was still one-tenth slower from 0-60mph than the Peugeot at 6.4 seconds, the ST's in-gear performance is sensational thanks to all that torque. From 50-70mph in fifth gear it was an incredible 1.4 seconds faster than the Trophy, and still one whole second faster than the 208 GTi.

You'd be forgiven for thinking the little 1.6-litre turbo was a naturally aspirated engine, too, as it revs with real ferocity. There's an addictive rasp from the motor as you push it harder, delivering potent performance low down and through the mid-range with an intoxicating top end. It's hooked up to a snappy six-speed manual gearbox that really involves you in the driving experience.

The steering is as crisp as the engine and serves up beautiful, detailed feedback. Although the Mountune add-ons don't alter the chassis set-up, the ST's standard suspension offers so much control and grip that you can enter turns at incredible speed. The body control is great, which allows you to adjust

Testers' notes

"Unlike the 208 GTi and the Clio Trophy, the Fiesta ST does without a mechanical limited-slip diff. Instead, the Ford uses its brakes as part of its torque vectoring system, which emulates a differential. It helps tug the nose in tighter during cornering and reduce understeer on the exit of bends. It's not quite as good as the real thing, but it's a clever device that helps keep the ST's price down and make it more civilised on the road."



James Disdale Road test editor

the car's balance with lots of confidence if you want to. It's firm, but no more so than the Renault or the Peugeot, meaning the Ford is relatively refined on long journeys; together with the more solid interior, it's much more relaxing than the Trophy. Hit potholes or broken tarmac square on and the large wheels can send nasty thumps through the car, but softer bumps are rounded off nicely.

However, given how strong the performance is, it's easy to forget any of these minor dynamic shortcomings the moment you hit a twisty road, as they're no worse than in either of its rivals anyway. Both the Trophy and the GTi were shod with sticky Michelin track-biased tyres, whereas the ST used more conventional road tyres – it makes the level of grip on offer and the Fiesta's impressive braking performance (70-0mph in 44.2 metres; the shortest distance here) all the more impressive.

Ownership 3.3/5

THE Fiesta ST matches the Clio and 208 when it comes to safety, scoring the same five-star Euro NCAP rating, but Ford's performance in our Driver Power 2015 survey was way down the order. It finished 25th out of 32 manufacturers, while the brand's dealer network result was even worse, coming 26th out of 31. However, with 781 franchises nationwide, you won't have to travel far to get a problem fixed.

We've not heard any horror stories about the ST, though, and as the Fiesta has been on sale since 2008, the basic car should be reliable. Best of all, the extra horsepower from the Mountune upgrade doesn't invalidate the three-year/60,000-mile warranty or affect the 12,500-mile/one-year service intervals.

Running costs 3.6/5

THE maintenance schedule on the ST is quite a bit shorter than on either the Clio or the 208, but if you opt for Ford's £550 three-year servicing deal, the offer works out as good value for money. Peugeot's £17 per month package comes out at £612 in total for three years. Neither can match Renault's incredibly affordable £399 three-year deal, though, which you can extend to four years/40,000 miles for an extra £200.

While the Fiesta emits the most CO₂, at 139g/km, and therefore has the equal highest Benefit in Kind rate at 22 per cent, it's the cheapest car here so will cost around the same as the 125g/km Peugeot for business users. If you're taxed at the higher rate you'll have to stump up £1,756 for the Fiesta and £1,755 for the 208, but a sizeable £1,900 for the Clio Trophy.



Ford Fiesta



Practicality 3.8/5

THE three-door-only layout doesn't hurt the Ford's practicality as much as you might think. The long doors open wide, and the front seat folds well forward, so there's a good-sized space to climb into the back. Once you're inside, there's plenty of room despite the rakish profile, and even the smaller rear windows don't make the car feel too claustrophobic.

Storage and boot space are nothing to write home about, with the Fiesta sitting in between the Clio and 208 in this respect. However, you can add extra versatility if you want by specifying the adjustable boot load floor option for an affordable £75 extra.

**CO₂/tax**139g/km
£130 or 22%**Practicality**Boot (seats up/down)
290/974 litres**Performance**0-60/30-70mph
6.4/5.4 seconds**Braking**70-0/60-0/30-0mph
44.2/32.0/8.1m**Running costs**33.4mpg (on test)
£56 fill-up

HEAD TO HEAD

Badge wars

THESE three cars wear their extra badging for a good reason, as they're even more focused versions of already highly tuned cars.

However, it's Ford that's on form at the moment. The 208 GTi can finally hold a candle to the iconic 205, but the Trophy isn't a match for its limited production predecessor.



Focused design

IF you're buying a hot hatch, looks are a big part. It'll come down to personal choice, but for us, the Fiesta treads the line between regular hatch and back road rocketship best. The other cars' unusual paintjobs won't suit all – although you can tone them down with different colours.



Old vs new

FORD and Peugeot have stuck with the tried and tested three-pedal layout – and their models are all the better for it – but the Renault comes with a dual-clutch gearbox only. Unfortunately, the upgraded paddleshift set-up is still the car's glaring weak point.

a ST-3

Sporty stance

STANDARD Fiesta is already sleek, so addition of side skirts and deep bumpers, plus rear spoiler, helps to give ST an even more rakish appearance; sporty extras look more natural on this car, too



Inside

FIESTA'S interior is starting to feel dated, but quality is decent and there's lots of standard kit, including sat-nav. Boot space is adequate, but not great



Testers' notes

"Our ST test car looks great in its Race Red paintwork, and for an extra £275 you can add Ford's Style Pack. This brings 17-inch alloys, illuminated sill plates inside and red brake calipers to match the bodywork."



Sean Carson Senior road tester

Auto EXPRESS

FREE Armor All® Shield Set

when you subscribe
to Auto Express

Subscribe to **Auto Express** today and save 48% on the shop price.
Enjoy the latest motoring news delivered to your door each week,
and we'll send you an exclusive welcome gift!



YOUR FREE GIFT

The award winning Armor All® Shield Car Wash carefully lifts away road film, dirt and grime to maximise the shine and protection it leaves behind.

Combine this with Armor All® Shield to form a protective shield that prevents dirt and grime from sticking to your car to maintain shine and protection for up to 10 washes, eliminating the need for regular reapplication.

Don't miss out, get yours **FREE** with **Auto Express** TODAY!

**WORTH
£24**



YOUR GREAT SUBSCRIPTION OFFER

- **FREE** Armor All® Shield Car Wash and Armor All® Shield
- **FREE** delivery of every issue
- **Save 48%** on your subscription
- All the latest **news, road tests & reviews** delivered to your door each week

ORDER ONLINE: dennismags.co.uk/autoexpress

CALL NOW: **0844 844 0026*** quoting offer code **P1383P** or complete the form overleaf

Calls will cost 7p per minute plus your telephone company's access charge.

Auto EXPRESS Subscription Order Form

☐ **YES!** Please start my subscription to Auto Express and send me my **FREE** Armor All® Shield Car Wash and Armor All® Shield. If I choose not to continue my subscription after my trial period, I will miss out on the **UK's biggest car news weekly** and a 48% saving on the shop price.

☐ I am an existing subscriber. Please extend my subscription with this offer.

YOUR DETAILS

Mr/Ms/Ms	Forename
Surname	
Address	
Postcode	
Daytime Tel	Mobile Tel
E-mail	Year of Birth

Dennis Publishing (UK) Ltd uses a layered Privacy Notice, giving you brief details about how we would like to use your personal information. For full details please visit our website www.dennis.co.uk/privacy/ or call us on 01795 592 910. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via ManageMyMags.co.uk or privacy@dennis.co.uk or 01795 592 910.

DIRECT DEBIT PAYMENT

☐ Just £19.99 every 13 issues (**Save 48% on the shop price**)

Dennis Instruction to your Bank or Building Society to pay by Direct Debit		DIRECT Debit
Name and full postal address of your Bank or Building Society		Originator's Identification Number
To the manager: Bank name		7 2 4 6 8 0
Address		
Postcode		
Account in the name(s) of		
Branch sort code		
Bank/Building Society account number		
Signature(s)		Date
<small>Banks and building societies may not accept Direct Debit instructions for some types of account.</small>		

RETURN TO: FREEPOST RLZS-ETGT-BCZR, Auto Express Subscriptions,
800 Guillat Ave, Kent Science Park, Sittingbourne ME9 8GU (no stamp required).

Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied. You will be able to view your subscription details online at ManageMyMags.co.uk

Auto Express Print edition quote offer code: **P1383P**

**SAVE
48%.**

Figures

Ford Fiesta ST-3 Mountune

Peugeot 208 GTI by Peugeot Sport

Renault Clio RS 220 Trophy


On-the-road price/total as tested	£20,144/£20,444	PRICE RESIDUALS might not be the best, although the low purchase price makes the Fiesta incredibly enticing. Depreciation is the lowest of the three here.	£21,995/£22,640	£21,780/£24,975	
Residual value (after 3yrs/30,000)	£8,992/44.6%		£9,225/41.9%	£9,999/45.9%	
Depreciation	£11,152		£12,770	£11,781	
Annual tax liability std/higher rate	£878/£1,756		£878/£1,755	£950/£1,900	
Annual fuel cost (12k/20k miles)	£1,915/£3,191		£1,802/£3,003	£2,043/£3,406	
Ins. group/quote/road tax band/cost	30/£376/E/£130		33/£387/D/£110	29/£365/E/£130	INSURANCE EVEN though the Trophy is the most powerful car here, it's actually the cheapest to insure. However, the margins are narrow in this test.
Cost of 1st/2nd/3rd service	£550 (3yrs)		£17pm (3yrs/30k)	£399 (3yrs)	
Length/wheelbase	3,982/2,489mm		3,973/2,538mm	4,090/2,589mm	
Height/width	1,468/1,764mm		1,460/1,739mm	1,432/1,732mm	
Engine	4cyl in-line/1,596cc	EURO NCAP ALL cars get a full five-star safety rating. Ford's adult protection score is good, while Clio's assistance level sees it net 99/100.	4cyl in-line/1,598cc	4cyl in-line/1,618cc	
Peak power	212/6,000 bhp/rpm		205/6,000 bhp/rpm	217/6,050 bhp/rpm	
Peak torque	320/3,000 Nm/rpm		300/3,000 Nm/rpm	280*/2,000 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd	6-spd auto/fwd	
Fuel tank capacity/spare wheel	48 litres/repair kit		50 litres/repair kit	45 litres/repair kit	
Boot capacity (seats up/down)	290/974 litres		285/743 litres	300/1,146 litres	DRIVER POWER RENAULT delivered strong results in our satisfaction survey this year. Ford lagged far behind.
Kerbweight/payload/towing weight	1,163/421kg/N/A		1,160/490/1,150kg	1,204/507/1,200kg	
Turning circle/drag coefficient	10.1 metres/0.33Cd		10.6 metres/N/A	10.9 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		3yrs (60,000)/1yr	4yrs (100,000)/4yrs	
Service intervals/UK dealers	12,500 (1yr)/781		20,000 (1yr)/300	18,000 (1yr)/300	
Driver Power manufacturer/dealer pos.	25th/26th	POWER MOUNTUNE mods give the ST incredible performance, which the car demonstrated to devastating effect in our in-gear assessments. Engine sounds great, too.	10th/5th	7th/12th	
NCAP: Adult/child/ped./assist/stars	91/86/65/71/5		88/78/61/83/5	88/89/66/99/5	
0-60/30-70mph	6.4/5.4 secs		6.3/5.6 secs	6.6/5.6 secs	ACCELERATION CLEVER overboost feature in fifth and sixth gears isn't a match for Fiesta ST's huge torque output. Clio trails for acceleration as a result.
30-50mph in 3rd/4th	2.5/3.5 secs		2.9/3.9 secs	2.8/3.8 secs	
50-70mph in 5th/6th	4.3/5.9 secs		5.3/6.3 secs	5.7/7.1 secs	
Top speed/rpm at 70mph	139mph/2,600rpm		143mph/2,750rpm	146mph/2,600rpm	
Braking 70-0/60-0/30-0mph	44.2/32.0/8.1m		48.3/35.8/9.1m	44.5/34.4/8.8m	
Noise levels outside/idle/30/70mph	64/47/60/69dB		68/52/62/71dB	69/55/65/74dB	
Auto Express econ (mpg/mp)/range	33.4/7.4/353 miles		35.5/7.8/390 miles	31.3/6.9/310 miles	
Govt urban/extra-urban/combined	35.8/58.9/47.9mpg		40.9/61.4/52.3mpg	37.2/55.4/47.9mpg	
Govt urban/extra-urban/combined	7.9/13.0/10.5mpl	SAFETY AND KIT FORD is the only model to feature seven airbags as standard. It's not as well specified as the other cars on test, but you do get essentials like sat-nav.	9.0/13.5/11.5mpl	8.2/12.2/10.5mpl	
Actual/claimed CO ₂ /tax bracket	195/139g/km/22%		184/ 125g/km/20%	208/135g/km/22%	
Airbags/Isofix/park sensors/camera	Seven /yes/£200/no		Six/yes/yes/£200	Six/yes/yes/yes	
Automatic box/stability/cruise ctrl	No/yes/yes		No/yes/yes	Yes/yes/yes	
Climate control/leather/heated seats	Yes/part/yes		Yes/Alcantara/no	Yes/£1,600^/£1,600^	
Metallic paint/xenons/keyless go	£495/yes/yes		Yes/no/no	£1,300 /no/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes /yes/yes/yes		£400/yes/yes/yes	Yes/yes/N/A/yes	

Results

FORD

YET again the Fiesta ST is our compact hot hatch winner, thanks to an unrivalled blend of spectacular performance, affordability, style and – importantly with cars in this sector – a huge grin factor. Every time you drive the Ford you'll enjoy it – and that's important, because this isn't just a great car for a blast on the right road, but a brilliant all-rounder, too.



1st

PEUGEOT

THE 208 GTI is a car that's definitely got better with age. The small tweaks inherited from the 30th Edition have transformed the slightly soft-edged Peugeot into a more focused machine that can almost match the best on road and track. However, the pricier 208 can't reach the highs of the ST's engine and chassis, plus it'll depreciate more.



2nd

RENAULT

WE were hoping for more from the Trophy and its upgrades over the standard Clio RS, as Renault has form applying the special nameplate to past Clios. While it's still better than the regular car, with a snappier gearbox, the improvements still aren't enough and the flat powertrain lets the agile and talented chassis down.



3rd

SAME PRICE

Other options for similar money...

NEW: Volkswagen Polo GTI DSG 3dr
PRICE: £20,145 **ENGINE:** 1.8-litre 4cyl, 189bhp

IF you want a dual-clutch hot hatch, the VW Polo GTI is the other obvious choice. It's got a sharper gearbox, but is nearly 30bhp down on the Trophy, and the chassis isn't as sophisticated. It is the refined choice, though.



USED: Audi S1 quattro 3dr
PRICE: £21,000 **ENGINE:** 2.0-litre 4cyl, 228bhp

FOR a similar budget, a lightly used Audi S1 is in range. With a raucous 228bhp engine giving 0-62mph in 5.8 seconds, it's massively quick thanks to quattro four-wheel drive. Refreshingly, it only comes with a six-speed manual.





Suzuki Vitara 1.6 SZ4

Price: £13,999 **Engine:** 1.6-litre 4cyl, 118bhp
0-60mph: 9.1 seconds **Test economy:** 27.3mpg/6.0mpl
CO₂: 123g/km **Annual road tax:** £110

SsangYong Tivoli 1.6 EX

Price: £14,600 **Engine:** 1.6-litre 4cyl, 126bhp
0-60mph: 10.7 seconds **Test economy:** 31.4mpg/6.9mpl
CO₂: 149g/km **Annual road tax:** £145

AE SSANGYONG is ready to shake off its bargain-basement status and make a bold push upmarket. The Korean brand has forged a strong reputation for building no-nonsense SUVs and MPVs that prioritise rock-bottom prices ahead of sophistication and desirability. However, with the arrival of its bold Tivoli compact crossover, the company has mainstream competition in its sights.

The newcomer elegantly blends eye-catching looks with a smartly designed interior and a standard equipment list that would put even an executive saloon to shame, so it clearly means business. Yet these improvements don't come at the expense of value, because the Tivoli boasts the same wallet-friendly pricing as other models in the SsangYong line-up.

However, this isn't the only fashionable crossover with one eye on the bottom line. The Suzuki Vitara has already impressed in diesel guise on its road test debut (Issue 1,369), and now it's the turn of the petrol model to prove that this was no fluke. Featuring rugged looks, nimble handling and low running costs, the Suzuki makes an interesting alternative to workaday superminis and hatchbacks.

So, which of our tough-looking and great-value urban assault vehicles takes the spoils here?

Pictures: Pete Gibson

Location: Bentwaters Parks, Woodbridge, Suffolk

A cut above?

SsangYong has turned its back on its budget roots and has joined the booming crossover market with its all-new Tivoli. But can it fell the Suzuki Vitara?



MODEL TESTED: SsangYong Tivoli 1.6 EX

PRICE: £14,600 **ENGINE:** 1.6-litre 4cyl, 126bhp

AE IT'S not an understatement to say that the Tivoli is SsangYong's most important model ever. Targeting the lucrative and competitive compact crossover class, the newcomer aims to move the brand upmarket without abandoning its value-for-money roots. Prices start at just £12,950, and there's a choice of three trim levels plus a 1.6-litre petrol or diesel engine. The latter can be specified with four-wheel drive in top-spec ELX trim. Here, we test the two-wheel-drive 1.6-litre petrol in £14,600 EX guise.

Styling 3.1/5

IN a class where image is everything, it's clear that SsangYong has tried its best to make the Tivoli stand out from the crowd. And with its angular headlamps, distinctive LED running lights, aggressively chiselled wheelarches and 'floating' roof panel, the newcomer certainly grabs your attention.

Yet the various curves and creases create a rather incoherent look. The humped tailgate design is ungainly, while the slender grille fits awkwardly with the chunky styling elsewhere. Still, all models get alloy wheels and colour-coded door handles and mirrors, while the flagship ELX model can be specified with a £400 optional two-tone Styling Pack that includes a contrasting roof colour.

SsangYong has been equally bold with the interior, which, at first glance, looks modern and thoughtfully designed. For instance, the smartly styled dashboard sweeps into the doors, while on EX-spec cars and above, the centre console is dominated by a slick seven-inch touchscreen.

However, look closely, and you'll discover the Tivoli's premium aspirations come up a bit short. The plastics have a low-rent feel, and the switchgear isn't as robust as the Suzuki Vitara's. There's a wide range of seat and wheel adjustment, so getting comfortable is easy – yet the combination of a high waistline and a low-slung driving position makes the Tivoli feel like a hatchback from behind the wheel, rather than a high-riding crossover.

Air-con, Bluetooth and cruise control feature across the range, while our mid-spec EX test car adds big-car luxuries such as leather-trimmed and heated seats, dual-zone climate control and a reversing camera. Specifying this equipment on the Suzuki would mean upgrading to the £18,499 flagship SZ5 model.

Driving 2.5/5

THE latest crossovers need to be as fun to drive as they are fashionable to succeed. SsangYong has tried to make the Tivoli feel at home on European roads, but it can't quite match the class leaders. With 128bhp and 160Nm of torque, the 1.6-litre petrol engine looks good on paper, although it's not the best performer on the road. For starters, it's not as refined as the Suzuki's unit, as it's noisier during everyday use and feels breathless when extended. Throttle response is on the slow side, too, and this combined with the car's heavier kerbweight resulted in a sluggish performance at the track.

Not only was the SsangYong slower than the Vitara from 0-60mph, at 10.7 seconds, it was only just faster than its less powerful rival during our in-gear tests. The differences are clear on the road, as the engine's relaxed power delivery and notchy six-speed box make it tough for the car to keep pace with the lively Suzuki.

It's a similar story when you point the Tivoli's nose at a series of corners, too. A firm suspension set-up

Testers' notes

"With prices starting at just £12,950, plus plenty of kit, the option of four-wheel drive and SsangYong's eye-catching five-year warranty, there's no denying the Tivoli's showroom appeal. The basic concept of the car is sound, but it could do with more polish to the way it drives and the efficiency of the engines. With a bit more development, it could be a great-value small crossover contender."



James Disdale Road test editor

means body roll is well contained, plus grip in dry conditions is reasonable, but none of the steering's three modes – Comfort, Normal and Sport – works particularly well. The first two provide hardly any feedback through the wheel, while Sport gives the steering an artificially heavy feel. We also found that it quickly ran out of grip in the wet, yet the standard stability control reined in any slides.

With such stiff suspension, it's no surprise to find that the SsangYong isn't as comfortable as its rival here. Around town, bumps and potholes send shudders through the car, while it constantly fidgets over expansion joints and changing road surfaces on the motorway. Factor in the droning engine note and tyre roar, and long journeys can be tiresome.

Ownership 3.8/5

SSANGYONG is currently a small player in the UK, so it didn't appear in our Driver Power 2015 satisfaction survey. However, while the materials weren't as good as the Suzuki's, the Tivoli felt solidly screwed together and the paint had a smooth and even finish.

And should anything go wrong, there's the added peace of mind that comes with the brand's five-year, unlimited-mileage warranty. Not only does this guarantee cover all the usual mechanical parts, SsangYong also provides a year or 12,000 miles' protection for the clutch and brake pads, which is a unique offer in the new car market.

The Tivoli hasn't been subject to Euro NCAP testing yet, but it's unlikely to be awarded a five-star rating if it is assessed. That's no slight on SsangYong, as all models get seven airbags and stability control, but Euro NCAP's stricter test requirements demand that autonomous emergency braking is included. It's not available at the moment, and neither is lane departure warning or blind spot monitoring.

Running costs 3.8/5

PRICES for the Tivoli start at just £12,950 for the entry-level SE, while our EX test car will set you back £14,600. That's an impressively low price given the amount of kit you're getting, as well as SsangYong's generous aftersales package.

Unfortunately, day-to-day running costs aren't able to compete with the Suzuki's. Even with the addition of stop/start technology, the Tivoli emits a hefty 149g/km of CO₂, which means both business users and private buyers will pay more in annual road tax.

And while the SsangYong's test fuel return of 31.4mpg is slightly better than the Vitara's, it's still a disappointing figure for such a small car.

Alloys

ALL Tivolis get standard alloy wheels, which sit elegantly within the newcomer's aggressive arches. The car is a little sluggish on the move, though, and the steering could be more responsive



SsangYong





g Tivoli



CO₂/tax
149g/km
£145 or 24%



Practicality
Boot (seats up/down)
423/N/A litres



Performance
0-60/30-70mph
10.7/10.7 seconds



Braking
70-0/60-0/30-0mph
56.2/39.0/10.1m



Running costs
31.4mpg (on test)
£55 fill-up



Interior

TIVOLI gets lots of kit, including air-con, yet material quality could be better. Rear seats are roomy, but they don't fold flat



Practicality 4.0/5

FRACTIONALLY larger external dimensions mean the SsangYong has a bigger boot than the Suzuki, with 423 litres when the seats are in place – 48 litres more than in its rival. Yet the awkwardly shaped load lip makes it trickier to access the extra space, plus folding the rear bench doesn't provide a flat load area. Entry-level models do without a load cover, but our EX test car benefited from a sturdy retractable item.

Rear occupants get slightly less legroom in the back than in the Suzuki, but both cars comfortably accommodate four adults. Elsewhere, the Tivoli has decent storage, including roomy door bins and a centre console cubby that houses a 12V power supply, plus connections for USB and HDMI cables.

Testers' notes

"Top-spec ELX models can be specified with the £400 Styling Pack, which includes 18-inch alloys and a contrasting roof; or the £350 Red Pack, adding red finishes for the leather seat trim and dash, plus ambient cabin lighting."



Dean Gibson Dep. road test editor

MODEL TESTED: Suzuki Vitara 1.6 SZ4

PRICE: £13,999 **ENGINE:** 1.6-litre 4cyl, 118bhp

AE THE latest Suzuki Vitara has abandoned its rugged off-road roots and been transformed into a fun-to-drive and great-value compact crossover.

As a result, there's now a choice of two and four-wheel-drive transmissions, plus the option of petrol and diesel engines. Here, we test the 1.6-litre petrol in entry-level £13,999 SZ4 guise, although the car in our pictures is a flagship SZ5 model.

Styling 3.4/5

THE latest Vitara is a lot more compact than its predecessors, plus Suzuki has attempted to inject some kerb appeal by adding bold design touches and various wheel and styling pack options. However, you would struggle to call the Vitara a handsome car.

At the front are a pair of distinctive swept-back headlamps, LED running lights set low in the bumper and a clamshell bonnet influenced by the old Grand Vitara's, while eye-catching character lines have been sculpted into the flanks. Elsewhere, there are the standard crossover additions of a raised ride height and chunky plastic cladding for the lower body and wheelarches. The car in our pictures gets 17-inch alloy wheels and privacy glass, but the SZ4 tested here has to make do with smaller 16-inch rims and standard tinted windows all round.

If you want your car to stand out further, you can also specify Urban or Rugged styling packs, which feature eye-catching additions such as extra chrome trim, plus a tailgate spoiler or upgraded skid plates. Metallic paint is a £430 option, while a contrasting roof colour can be added for an extra £370.

Suzuki has also given buyers the chance to customise the cabin with a choice of contrasting colour trim inserts for the dashboard and air vent surrounds, but beyond this, the design is rather straight-laced inside. And while it's robustly built, the interior is full of hard plastics that feature a cheap-looking, coarse, leather-effect grain – although the materials feel and appear tougher than those used in the Tivoli.

It's not all bad, however, because the Suzuki's three-spoke steering wheel is covered in soft leather, while the switches and controls are handily sighted and precise to operate. As with other crossover models, you get a commanding, SUV-style view of the road ahead, and a wide range of seat and steering wheel adjustment means it's easy for drivers to get comfortable. And while the Vitara isn't as well equipped as the SsangYong, it has all the kit you're likely to need, including climate and cruise control, DAB radio and Bluetooth.

Driving 4.3/5

WHILE the Suzuki can't match the Tivoli for kit, it beats it for driving dynamics. Its 1.6-litre petrol engine trails the SsangYong's similarly sized unit on power and torque, but the car itself is nearly 200kg lighter. As a result, it sprinted from 0-60mph in just 9.1 seconds and matched the Tivoli during our in-gear assessments, despite being hobbled by a five-speed box. Still, the transmission has a precise and mechanical action, while all the major controls are light and progressive.

The Suzuki's advantage is even more evident on the road, where the engine's crisp throttle response and eager nature make it feel more lively than its

Testers' notes

"The Vitara's interior feels a bit cheap, but it's clear that the money saved on plastics has been invested in the driving experience. Head down a twisting back road, and you'll feel the spirit of the agile Swift supermini in the handling. Combined with the eager and sporty-sounding 1.6-litre petrol engine, it makes the Vitara a surprisingly entertaining companion. Better still, this fun doesn't come at the expense of refinement."



James Disdale Road test editor

rival. Work the unit hard, and it emits a sporty, growl, but it's smooth and unobtrusive otherwise.

Impressively, the high-riding Vitara backs up this sprightly performance with agile and engaging handling. The steering is relatively light yet offers more feel than the SsangYong's set-up, and the Suzuki turns into corners with surprising eagerness. Grip is strong and body movement well contained despite the car's tall stance, too.

The Vitara also rides well. It's softer than the SsangYong around town, but it feels composed over undulating A-roads and motorways. It's also the much more refined choice, as it's quieter at 30mph and 70mph – thanks in no small part to much lower levels of wind, road and engine noise.

Ownership 3.6/5

IN the past, Suzuki has benefited from a strong reputation for building durable cars, but a lowly 31st-place finish out of 32 brands in our Driver Power 2015 satisfaction survey suggests that all is not well. Still, the Vitara uses many parts from other models in the line-up, while its 1.6-litre petrol engine has been tried and tested in other cars. Plus, our test model's cabin felt solidly constructed overall, although it did suffer from a minor rattle over big bumps.

There's better news when it comes to safety, because the Vitara was awarded a five-star rating in Euro NCAP's tougher 2015 tests. All versions get seven airbags, stability control and tyre pressure monitoring. However, you'll have to upgrade to the flagship £18,499 SZ5 if you want adaptive cruise control, autonomous braking and LED headlamps.

Running costs 3.9/5

AT £13,999, the Vitara narrowly undercuts the Tivoli's sticker price, although it has far less standard equipment. Factor in the Suzuki's lower CO₂ emissions of 124g/km, and business users will face far lower Benefit in Kind bills over the course of a year. Private buyers will also save £35 on annual tax, while our experts have calculated that the Vitara in SZ4 trim will hold on to a respectable 43.4 per cent of its new value after three years on the road.

There are some financial black marks, however. A relatively short fifth gear means the engine is turning over at a high 2,700rpm at 70mph, which contributed to the Vitara's below average 27.3mpg economy return. Suzuki's standard three-year warranty is also no match for SsangYong's comprehensive five-year cover.



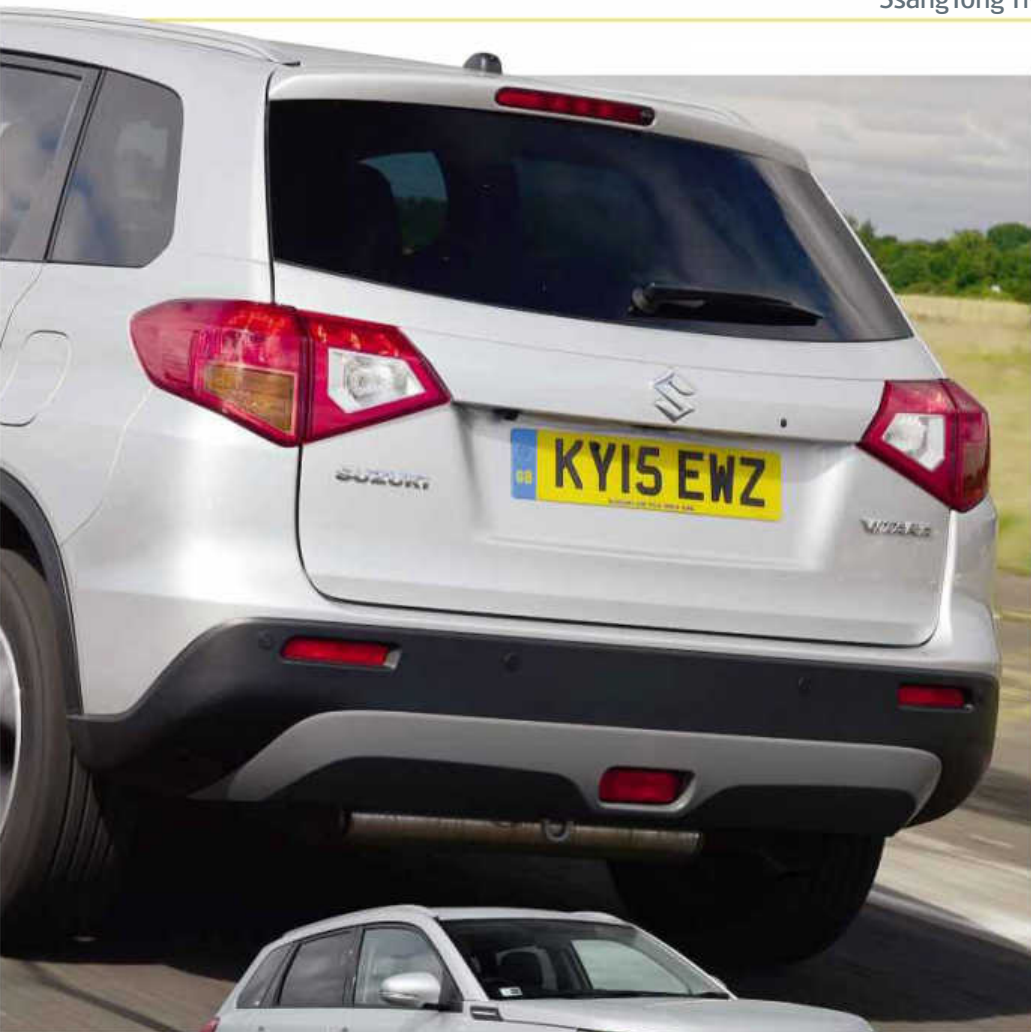
Suzuki Vitara



Practicality 4.0/5

IT'S fractionally smaller than the Tivoli, but the Vitara doesn't give much away when it comes to space and practicality. There's 10mm more legroom for rear occupants, while the high roofline provides plenty of headroom and wide-opening doors allow easy access.

The Suzuki's 375-litre boot trails on outright space, but it's better shaped and features a neat false floor that creates a flat load lip. There are also handy storage bins set into the sides of the load area, plus a 12V power supply. Elsewhere in the cabin, you'll find a number of handy cubbies, including the largest door bins on test, a roomy glovebox and a small trinket tray.

**CO₂/tax**123g/km
£110 or 19%**Practicality**Boot (seats up/down)
375/710 litres**Performance**0-60/30-70mph
9.1/9.0 seconds**Braking**70-0/60-0/30-0mph
48.5/36.8/8.7m**Running costs**27.3mpg (on test)
£55 fill-up**Practicality**

VITARA delivers agile handling, despite its tall body. Rear offers plenty of leg and headroom, while 710-litre max load bay is useful

HEAD TO HEAD**Design**

STYLE and customisation are must-haves in the compact crossover class. The Tivoli's design is certainly bold but hardly attractive, while the personalisation packs are only available on the flagship ELX.

Suzuki has given the Vitara a less aggressive look, plus owners can specify a contrasting roof colour and interior trim inserts.

**Badge appeal**

THE SsangYong name won't mean much to UK buyers, but the ambitious brand is hoping the Tivoli's low price, kit levels and warranty will attract new customers. By contrast, Suzuki is an established brand. However, the Vitara was a full-on 4x4 before becoming a crossover.

**Four-wheel drive**

ELECTRONIC all-wheel drive is available on diesel Tivolis, with prices ranging from £17,100 for the EX to £19,500 for the ELX auto. Suzuki's ALLGRIP is only available in SZ5 guise, but can be paired with petrol or diesel engines. Prices start at £20,299.

**Cabin**

SIMPLE interior is appealing, with leather steering wheel and easy-to-read dials adding user-friendly touch. Retro analogue clock on top of dash looks the part

**Testers' notes**

"Flagship SZ5 models get hi-tech additions such as adaptive cruise control, autonomous emergency braking and emergency brake light signalling. It's just a pity this kit isn't optional on the cheaper SZ4 and SZ-T models."

**Sean Carson** Senior road tester

TYREPILOT

Tyre Pressure Monitoring System

Save Your Tyres



Drive safely with Tyre Pilot from Snooper, the new wireless Tyre Pressure Monitoring System.

Tyre defects contribute to over 3% of all motorway accidents and are the most common form of fault relating to an accident. Fitting a tyre pressure monitoring system and keeping your tyres correctly inflated has the following benefits:

- Improves fuel economy
- Reduces accidents and blow-outs
- Lessens vehicle aquaplaning
- Improves stopping distances

Tyre Pilot STP116 Features

- Monitors tyre pressures up to 116 PSI
- Displays pressure and temperature in realtime
- Alerts to pressure drops and temperature rises
- Supports up to 8 wheel sensors.
- Stand Alone PND device.

FROM ONLY
£179.99
INC. 4 WHEEL SENSORS

Buy yours today at snooper.co.uk, or by calling **0333 240 1000**.



SNOOPER

snooperuk @snooperuk Snooper UK

www.snooper.co.uk

Performance Products Ltd, Cleaver House, Sarus Court, Manor Park, Runcorn, WA7 1UL
Subject to terms and condition, Performance Products Ltd reserve the right to amend or remove this promotion at anytime. Subject to availability. From £179.99 price is for the STP 116 device, including 4 wheel sensors. Extra wheel sensor combinations available but will be charged at a higher price.

Paint...

Blend...

Polish...

Got paint-chip problems?
They're no problem with ChipEx.

Dealing with paint chips on your vehicle need not be an expensive or difficult process. Using the ChipEx system you can repair the worst the roads throw at you in 3 easy stages & from only **£29.95** (+ £4.99 postage & packing).

From the bespoke custom-mixed paint to the formulated blending solution & high gloss polish, it's so easy to use & the results are superb. For more information & videos or to order your bespoke ChipEx repair kit just visit us at: www.chipex.co.uk or give us a call today on **01295 258308**

Official
Paint-Chip
Repair
System
supplier to:
**MAZDA
UK**

Official
supplier to:
**The
Morgan
Garage
Company**



**BBR - THE VERY BEST RACE-BRED
UPGRADES FOR OVER THREE DECADES**

NEW - Mazda MX-5 Super 200 Conversion

evo

***** "An absolute belter."



info@bbrgti.com
www.bbrgti.com



+44 (0) 1280 700 700

Figures

Suzuki Vitara
1.6 SZ4SsangYong
Tivoli 1.6 EX

On-the-road price/total as tested	£13,999/£13,999	PRICE THIS entry-level Vitara is good value, at £13,999. Cheapest Tivoli is £12,950, but can't match Suzuki's kit.	£14,600/£14,600
Residual value (after 3yrs/30,000)	£6,076/43.4%		£6,628/45.4%
Depreciation	£7,923		£7,972
Annual tax liability std/higher rate	£530/£1,060		£691/£1,382
Annual fuel cost (12k/20k miles)	£2,326/£3,887		£2,023/£3,371
Ins. group/quote/road tax band/cost	12/£361/D/£110		14/£318/F/£145
Cost of 1st/2nd/3rd service	£178/£236/£218		TBC
Length/wheelbase	4,175/2,500mm	WEIGHT SAVING SOME of the Suzuki's interior trim feels a little lacklustre, but the payoff is a low kerbweight of 1,075kg. This goes some way to explaining strong performance.	4,195/2,600mm
Height/width	1,610/1,775mm		1,590/1,795mm
Engine	4cyl in-line/1,586cc		4cyl in-line/1,597cc
Peak power	118/6,000 bhp/rpm		126/6,000 bhp/rpm
Peak torque	156/4,400 Nm/rpm		160/4,600 Nm/rpm
Transmission	5-spd man/fwd		6-spd man/fwd
Fuel tank capacity/spare wheel	47 litres/foam		47 litres/space saver
Boot capacity (seats up/down)	375/710 litres		423/N/A litres
Kerbweight/payload/towing weight	1,075/655/1,200kg		1,270/540/1,000kg
Turning circle/drag coefficient	10.4 metres		10.6 metres
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		5yrs (unltd)/1yr
Service intervals/UK dealers	12,500 miles (1yr)/149		10,000 miles (1yr)/68
Driver Power manufacturer/dealer pos.	31st/31st		N/A
NCAP: Adult/child/ped./assist/stars	89/85/76/75/5		N/A
0-60/30-70mph	9.1/9.0 seconds	REFINEMENT DESPITE its light frame, the Vitara's refinement is excellent. It's quieter than SsangYong at both 30 and 70mph.	10.7/10.7 seconds
30-50mph in 3rd/4th	5.5/8.8 seconds		6.0/8.4 seconds
50-70mph in 5th/6th	12.7 seconds/N/A		11.4/16.2 seconds
Top speed/rpm at 70mph	112mph/2,700rpm		106mph/2,800rpm
Braking 70-0/60-0/30-0mph	48.5/36.8/8.7m		56.2/39.0/10.1m
Noise levels outside/idle/30/70mph	52/43/60/67dB		59/40/61/70dB
Auto Express econ (mpg/mpl)/range	27.3/6.0/282 miles		31.4/6.9/325 miles
Govt urban/extra-urban/combined	44.8/58.8/53.3mpg		34.5/52.3/44.1mpg
Govt urban/extra-urban/combined	9.9/12.9/11.7mpl		7.6/11.5/9.7mpl
Actual/claimed CO ₂ /tax bracket	239/123g/km/19%	STANDARD KIT SUZUKI can't match the Tivoli for kit, but it has all the essentials. If you want more equipment, you'll have to fork out for pricier SZ-T or SZ5 models.	208/149g/km/24%
Airbags/Isofix/park sensors/camera	Seven/yes/no/no		Seven/yes/no/yes
Auto gearbox/stability/cruise control	No/yes/yes		£1,000/yes/yes
Climate control/leather/heated seats	Yes/no/no		Yes/yes/yes
Metallic paint/xenon lights/keyless go	£430/no/no		£500/no/yes
Sat-nav/USB/DAB radio/Bluetooth	No/yes/yes/yes		No/yes/no/yes

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

DESPITE being new, the Tivoli is already available with a number of attractive finance deals. For instance, the 1.6 EX tested here can be had for just £169 per month.

The three-year package requires a £3,697 deposit, and brings competitive APR of 6.9 per cent and an optional final payment of £6,768. Just bear in mind the annual mileage limit of 10,000 miles.

Cash discounts are harder to come by. SsangYong is such a small player in the UK car market that the majority of specialist brokers don't list its models, so savings will have to be negotiated directly with a dealer.

You're likely to have better luck if you're in the market for a Vitara, although the discounts still won't be huge. For example, broker buyacar.co.uk is offering a 1.6 SZ4 for £13,229, which represents a saving of £770 over the list price.

Suzuki is also promoting tempting Personal Contract Plans on the Vitara, with the same SZ4 available for £179 per month over a lengthy four-year period with 5.9 per cent APR. On the plus side, the deposit is only £2,600 and the optional final instalment is £5,665.

Results

SUZUKI

IN the final reckoning, it's the Vitara that takes victory here. Not only is it faster, better to drive and more refined, but it costs less to buy and comes with all the kit you'll need. Plus, it's practical, robustly built and reasonably cheap to run. And while the interior looks and feels a little low rent in places, it's less of a concern in this eye-catchingly priced entry-level model than in more costly flagship cars.



1st

SSANGYONG

IF you want the most bang for your buck, the lavishly appointed Tivoli is worth a look. Luxuries such as leather and heated seats are a real bonus in a crossover at this price point, as is the brand's five-year warranty. Yet while the newcomer represents a decent step forward for the company, it still trails its rivals for refinement, while running costs are also a little high.



2nd

RIVALS

Other options in this category...

Citroen C4 Cactus 1.2 Feel
PRICE: £14,690 ENGINE: 1.2-litre 3cyl, 81bhp

BOLDLY styled and cleverly packaged Citroen is comfortable, efficient and good value. Feel trim gets essentials such as air-con, Bluetooth and DAB, while low kerbweight makes three-cylinder a top performer.



Ford EcoSport 1.5 Zetec
PRICE: £14,245 ENGINE: 1.5-litre 4cyl, 110bhp

RECENT revisions to the Ford EcoSport have improved the driving experience and looks. It still feels a little low rent inside and CO₂ emissions of 149g/km are high, but Zetec spec is well equipped and attractively priced.



What do you think?

Tell us about your car

www.autoexpress.co.uk/driverpower



DRIVING

With its compact dimensions and punchy turbo engine, Fiat is nippy on the road, plus capable off it



INFOTAINMENT

If only Blue&Me infotainment set-up was more intuitive; Lesley has found it very frustrating and slow to respond



Fiat Panda Cross

FINAL REPORT Flawed infotainment aside, crossover is a capable car



Lesley Harris

Lesley_Harris@dennis.co.uk

AE THEY say time flies when you're having fun, and that's certainly been the case with our Fiat Panda Cross. The rugged city car-cum-off-roader has been on our fleet for just over six months, and it's seen plenty of action in that time. From some surprisingly hardcore off-roading – where it put far more expensive and 'capable' models to shame – to clocking up plenty of motorway miles, the sheer breadth of talent puts the Fiat up there with my favourite cars on our fleet.

Mind you, it's not been without its foibles. While the driving experience is hard to fault, the infotainment system has left me and others pulling our hair out. Fiat's Blue&Me set-up was developed with tech giant Microsoft a decade ago, but it's not the most user-friendly system on the market. On the Panda, it incorporates a TomTom sat-nav unit that sits in a cradle mounted on top of the dash. It can be removed easily, but that's just about where the ease of use stops.

It's not a very intuitive system, plus it's rather slow to respond when setting up most options. Yet it has to be the Bluetooth

phone connection that leaves steam coming out of most users' ears. The set-up is fiddly to say the least, as you have to scroll through various settings just to set up the connection.

Then, it takes far too long to pair your smartphone, as the system spends ages searching for it. And once you think you're all paired up and ready to go, it simply refuses to work – usually when you're on the move and can't do anything about it. All in all, it really is very irritating.

The radio has been another bone of contention. The lack of DAB has frustrated some of my more tech-savvy colleagues, but even FM mode is rather frustrating. Finding your favourite station and staying locked on to it is very awkward – there's always a slight fuzz and hiss from the speakers, which becomes distracting as you constantly try to tune the radio in properly.

In my last update (Issue 1,369), I reported that the paint on one of the wheels had started to flake off, but thankfully, this has now been rectified by Fiat under warranty, so the Panda Cross is looking lovely again.

Putting these negatives aside, it will be a sad day when Fiat comes to collect the car,

as I've really enjoyed living with the diminutive off-roader. It's very practical for its size, and I've managed a few trips to the tip with the boot crammed full of garden waste and other bulky household items.

The plastic boot liner and metal-backed rear seats are excellent, as they are a lot easier to clean than a carpeted boot after a messy trip to the recycling centre. And although the boot isn't the biggest around with the rear seats up, it still has plenty of room for a weekly shop. Plus, most importantly, the bag hook means my bottles of wine don't smash on the journey home...

The driving experience is the Panda's strongest suit, though, as it puts a smile on the face of anyone who gets behind the wheel. The high seating position provides great visibility, while my grandchildren Evie and Oscar love seeing where we're going out of the big windows. There's plenty of room for them and their car seats in the back, too.

Most Panda Cross owners won't tackle much more than a muddy track, but it's reassuring to have four-wheel drive there. It just adds another string to the Fiat's bow, and makes it a car that I will sorely miss.



Practicality

Boot (seats up/down)
225/870 litres



Performance

0-60mph/top speed
12.0 seconds/104mph



"Driving experience puts a smile on face of anyone who gets behind the wheel"



Essentials

Fiat Panda Cross TwinAir

On fleet since:	December 2014
Price new:	£16,225
Engine:	875cc 2cyl, 89bhp
CO₂/tax:	114g/km/£30
Options:	Winter pack (£250), City Brake Control (£250), dark tinted windows (£155), rear parking sensors (£250)
Insurance*:	Group: 7 Quote: £270
Mileage/mpg:	9,772/34.3mpg
Any problems?	Flaking paint on wheel, replaced under warranty
Costs?	Replacement driver's window (£95)

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



Otis Clay



WE LIKE Rugged appeal extends to the practical, wipe-clean boot lining, while you always know where your shades are thanks to the handy sunglasses holder



WE DON'T Headlamps are dismal, as they don't light enough of the road. There's an adjustment button on the dash, but it doesn't make all that much difference

Auto Express Verdict

IT has some annoying traits, but the Panda Cross is a great car. Being a practical city car with the bonus of an excellent four-wheel-drive system certainly makes it stand out from the crowd. The sprightly engine means it's fun to drive, even if it's not the most economical choice.



Bluetooth

PAIRING phone to dash-mounted TomTom unit has proven tricky, and even if you hook up, you don't stay connected



Second opinion

"The Panda Cross is a breath of fresh air in the city car class, and its combination of chunky styling and fun handling mean it's a tempting alternative to models like Fiat's own 500. However, most are never likely to use the car's off-road potential, and that makes the £16,000-plus sticker price a bit hard to swallow. If it was my money, I'd go for the front-drive Trekking with standard mud and snow tyres. Not only do you save £3,000, but it's cheaper to run, too."



James Disdale Road test editor



Practicality

DESPITE its size, the Panda Cross is a very versatile car; drop the split/fold back seats, and it serves up an 870-litre boot capacity. Rear is spacious as well

Second opinion

"The Golf GTI is a great sports car, but there's one thing I'd change about it, and that's the five-door body. Fair enough that our model is the more practical version, yet I'd sacrifice its versatility for the more dynamic look of the three-door."



Dean Gibson
Deputy road test editor

Practicality

Boot (seats up/down)
380/1,270 litres



Running costs

37.2mpg (on test)
£58 fill-up



James Disdale
James_Disdale@dennis.co.uk

Volkswagen Golf

FINAL REPORT Brilliant hot hatch is set to leave our fleet... but not if our

AE DESPERATE times call for desperate measures – and the departure from the Auto Express fleet of our Volkswagen Golf GTI has forced me to take extreme action. That's right, in an effort to extend the rapid VW's stay, I've handcuffed myself to one of its chunky door handles.

So why am I so keen to hold on to the GTI's keys? Where do I start? As you'd expect from a car that drew the hot hatch template four decades ago, it delivers top performance and agile handling. Yet it's the Golf's ability to combine these sporty dynamics with everyday civility that warrants its claim as the 'greatest all-rounder in the world'.

For instance, the spacious five-door car has coped admirably with everything my growing family has thrown at it, while the combination of low noise levels and the £830 optional adaptive dampers means the VW is as happy on the motorway as it is blasting down a twisting back road.

And then there's the interior, which strikes just the right balance between premium appeal and everyday utility. The high-quality materials and robust build give the feeling of longevity, while the checked seat trim, pimped golf ball gearlever and red LED strips in the tops of the doors add a special feel. To put it simply, it's always a pleasure to get behind the wheel of the Golf.

Once sat in the heavily bolstered driver's seat, you're guaranteed a good time. Our car's Performance Pack added an extra



10bhp, uprated brakes and, crucially, a clever, electronically controlled limited-slip diff that boosts traction out of slower corners. Combined with optional dampers, it makes the GTI a devastatingly quick and composed cross-country missile. Yet not a thirsty one, as our 37.2mpg economy figure proves.

Of course, like all relationships, there were ups and downs. Indeed, my love affair with the Golf was sorely tested when a



INTERIOR

Upmarket cabin is full of kit, while large steering wheel is a joy to use. Since switch from these Pirelli winter tyres to summer rubber, Golf has handled even better over past few months



Pete Gibson

Essentials

Volkswagen Golf GTI Performance Pack

On fleet since:	April 2014
Price new:	£29,150
Engine:	2.0-litre 4cyl, 227bhp
CO₂/tax:	139g/km/£130
Options:	Discover Navigation Pro (£1,765), Dynaudio stereo (£535), Climate screen (£295), Dynamic Chassis Control (£830), Winter Pack (£380), Advanced phone connection (£320), Pure White paint (£260)
Insurance*:	Group: 30 Quote: £395
Mileage/mpg:	18,568/37.2mpg
Any problems?	Flywheel replaced

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Tartan-trimmed seats look the part and cleverly hide Isofix child seat mountings, while roomy door bins are one of many practical interior touches



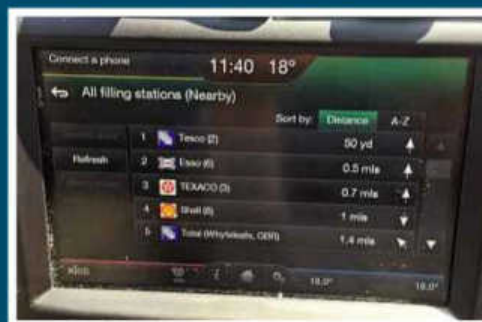
WE DON'T It's difficult to fault the Golf GTI, but its auto hold function is rather slow to react, making pulling away a bit jerky

Verdict

FEW cars can match the all-round appeal of the GTI. No other model so effortlessly matches your mood and situation – from scorching pocket rocket to effortless family holdall, the VW has it covered. This could well be the most complete performance car in the world.



Fleetwatch



Mondeo's sat-nav sent our man on a wild goose chase to find filling station that didn't exist

Ford Mondeo

WE'VE all been there – a rapidly emptying fuel tank in an unfamiliar area, and the realisation that a fill-up is needed promptly. It's one of those situations where sat-nav is worth its weight in gold – in theory.

However, deputy editor Graham Hope was left rather irritated by the in-built nav in our Mondeo, which sent him on a fruitless wild goose chase on some country roads around Surrey when our Ford was running low. As you can see from our picture above, he followed the directions until he was supposedly in the immediate vicinity of a Tesco fuel stop. The problem? There was no filling station, and according to a couple of locals he stopped to ask for directions, there never had been. Fortunately, the amount of fuel in the tank was sufficient to allow Graham to reroute to one of the other fuel stops.

A wasted 20 minutes didn't leave him in the best of moods, though. More positively, the Mondeo's handsome styling continues to elicit plenty of compliments from both acquaintances and other road users.



Skoda Octavia

WHAT'S a guaranteed method of testing a car's practicality? Moving house. More specifically, making a trip to a certain Swedish furniture shop. That's exactly what digital content editor Tom Goodlad did after a recent house move, and the Skoda Octavia Scout proved ideal for the job.

But it wasn't all flat-pack furniture the high-riding estate had to deal with. It swallowed a big coffee table, and had plenty of room for a floor lamp, huge canvas picture and even a plant.

The rear seats split and fold via handy levers in the boot, so expanding the Scout's 610-litre boot to its vast 1,740-litre maximum is as easy as assembling some Scandinavian flat-pack.

To top it off, the 148bhp 2.0-litre diesel was punchy and refined, plus the softer edge to the ride ensured the journey was comfortable and relaxed. The only criticism would be the slightly low-resolution infotainment screen, which is at odds with the rest of the car's plush feel.

Our fleet INDEX

Audi RS3	New arrival
Citroen C4 Cactus	Issues 1,365, 1,374
Fiat 500X	New arrival
Fiat Panda Cross	Issues 1,359, 1,369
Ford Mondeo	Issues 1,373, 1,377
Honda CR-V	New arrival
Kia Soul EV	Issues 1,350, 1,360, 1,373
Lexus NX 300h	Issue 1,377
Mazda 2	Issues 1,370, 1,381
Peugeot 308 SW	Issues 1,342, 1,356, 1,368
Range Rover Sport	Issues 1,356, 1,363, 1,382
Renault Twingo	Issue 1,368
SEAT Leon X-Perience	New arrival
Skoda Octavia Scout	Issue 1,382
Suzuki Vitara	Issue 1,379
Toyota Verso	Issue 1,381
VW Golf GTI	Issues 1,320, 1,331, 1,341, 1,352, 1,364, 1,373

GTI

man can help it

mysterious gearbox rattle appeared with less than 100 miles on the clock. Matters went from bad to worse when my local VW dealer tried to fob me off with the explanation that "they all do that, sir". Fortunately, a second opinion revealed that the car's flywheel had broken – likely a rare manufacturing fault.

The offending part was replaced, and the GTI has been as good as gold ever since. Its only other trip to the garage has been for a routine service, which was carried out efficiently by Citygate, in Chalfont, Bucks.

Fast, fun, spacious, stylish and comfortable, the Golf has all bases covered. And over the course of a year or so, it has proven itself to be just about perfect. So, if VW wants it back, it had better bring some bolt cutters...

"The Volkswagen Golf GTI is as happy on the motorway as it is blasting down a twisting back road"



CHIP EXPRESS™

tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more **POWER**
and 20% better **ECONOMY**!




Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!

14 DAY MONEY BACK GUARANTEE

Easy to:
- Fit
- Remove
- Transfer

tuv CERT **CE** **ISO 9001 QUALITY ASSURANCE**

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's true potential, order online.

e: email@chipexpress.com t: 01727 730 956

THE ROOF BOX COMPANY


Loads to carry?

Special offers for **Auto Express** readers!





The biggest roof box, roof bar and bike carrier site on the web!

5% discount
for Auto Express readers



Car bootliners

Save time, effort and money with a car boot liner!



Auto Express BEST BUY 2014

✓ close fitting ✓ hard wearing ✓ good looking ✓ recyclable

Carbox **autoform** **REZAW-PLAST**

Expert advice ✓ Huge choice ✓ Fast UK delivery ✓

Claim your discount at **roofbox.co.uk/aex** **015396 21884**

www.transcend-info.com

Transcend®

good memories start here

Have a Safe Journey

Car Video Recorders



DrivePro 220



DrivePro 200 / DrivePro 100

Auto Express BEST BUY 2015

Auto Express PRODUCT AWARDS WINNER 2015

Now available in Halfords

SHOP NOW



2 YEAR WARRANTY

FREE 16GB MLC

1080P FULL HD Recording

Built-in GPS Receiver **Built-in Wi-Fi** **Forward Collision Warning System (FCWS)** **Lane Departure Warning System (LDWS)** **Parking Mode** **Speed Alarm** **F/1.8 Aperture**

amazon.co.uk **halfords** **Currys PC World**

THIS WEEK'S
HOT KITLOGGER'S NUMBERS UP TO
BOOST YOUR DRIVING SKILLS

NEW PRODUCT

AIM MXS Dash Logger

Best price: £1,554

Contact: 0844 815 8610, www.demon-tweeks.co.uk

WE tested the best data logging smartphone apps in Issue 1,381, but if you're serious about improving your driving – with a view to pursuing a career as a racer, for example – the new £1,554 AIM MXS data logger could be a wise investment.

The standalone device connects to your car to provide the most accurate data for post-track analysis, displayed on a fully configurable, hi-res five-inch screen. It hooks up to the ECU via one 37-pin military-spec harness, rather than several individual connections to analogue sensors.

Data is collected using the internal accelerometer, GPS module and gyro, as well as the ECU, which feed information – including rpm, throttle position and speed parameters – back to the logger. AIM says it can also be linked up to control other car systems, like deactivating a cooling fan or switching on headlights.

So anyone who fancies themselves as the next Lewis Hamilton should start saving now.

“Logger hooks up to ECU via 37-pin harness, and collects data like throttle position, rpm and speed parameters”



MXS collects many different types of data, and drivers can choose to view it in all manner of ways, and configure the screen up in different colours

Cat
Dow

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Quick fix for paint scratches

MY car returned from the garage with the paint scratched, yet staff insist that the damage was already there. As I have no proof, I'll have to fix it myself. What do you suggest I use?

Paul Cobb, E-mail

A *PAINTWORK* is usually protected with a clearcoat, and it's probably this that's scratched rather than the coloured finish underneath. If this is the case, you should apply Farécla's G3 Professional Scratch Remover, which costs from just £6.49. You don't normally need to use much and it leaves a great finish.

Q Will cracked tyres fail MoT?

I'VE been guilty of catching a few kerbs while driving of late, and I've noticed that my tyres are damaged, with cracks on the sidewalls. Is this enough for the car to fail its MoT?

Rich Tubby, E-mail

A *REGULATIONS* state that splits in the sidewalls to the cords should be no more than 25mm long or 10 per cent of the section width of the tyre, otherwise it can mean an MoT fail. Cracking where tread meets the sidewall indicates a tired tyre. If you're not sure, it's worth changing tyres ahead of the test to avoid a failure.

Q How to transport kayak

I'M due to go away with some friends for an activity holiday. I'm taking kayak equipment, but they have bikes. Could I attach my kayak to a bike rack, or is there another solution?

Darren Deane, E-mail

A *A KAYAK* won't be safe attached to a bike rack. Instead, buy some roof bars – our Issue 1,323 test winner was Atera's solid, easy to fit Signo RT set (from £134.95 at roofbox.co.uk). You'll need to tie your kayak down, and the likes of Atera and Thule offer various kayak carriers. There may be room on the bars for some bike carriers, too.

TYRE PRESSURE KIT IS GO

FIRST TEST

TyrePilot by Snooper pressure monitor

Best price: £179.99 Rating: ★★★★★

Contact: 0808 178 0443, www.snooper.co.uk

THIS new tyre pressure monitoring system (TPMS) from Snooper is all about ease of use. It's a plug and play device, so you simply swap the plastic valve caps on your tyres for the four sensors provided. To secure them in place, you do up a tiny screw with a hex key – taking care not to overtighten – and then you're good to go. The sensors pair easily with the monitor and display the pressure of your tyres on the 3.5-inch LCD screen.

Snooper claims the TyrePilot TPMS has 60 hours of battery life, and works with any age of car. We tested it on a Mazda 2 and a 1967 Wolseley Hornet. While our classic car's hub design meant access with the hex key was a bit awkward, this didn't make the system any trickier to use.

If your car has a 12V port – unlike our Hornet – you can charge the display from there, but a computer cable is also supplied, allowing you to power up that way. You set the upper and lower limits of your tyres' pressure spec, and the system will alert you with a beep when they need inflating. It can display tyre temperature, too.

The TyrePilot is also suitable for use on motorbikes and caravans. The units of measurement can be switched between psi and bar, which is handy. Plus, the instructions are very clear and the kit comes with plenty of spares if you lose any washers or screws. Our only criticism was that the plastic on the screen appeared quite scratched, even though it was new out of the box.

Replace your valve caps with sensors, pair them with digital display, then you can keep an eye on pressures



"You set the upper and lower limits of your tyres' spec, and the system alerts you with a beep when they need inflating"



NEW PRODUCT

Smart Witness SVC1080 dash camera

Best price: £166.99 Contact: 0844 947 1000, smartwitness.co.uk

ANYTHING you record on this new Smart Witness SVC1080 dash cam is admissible in court, due to the quality of the high-definition footage it shoots. The 170-degree angle cam has a 2.4-inch monitor for playback, set-up and live viewing. It offers space for 960 minutes of recording at lower resolution, too.

We tested dash cam apps in Issue 1,382, but the market for standalone devices like the SVC1080 is still booming. It has an integrated GPS module and three-axis G-sensor to record continuously when it detects significant changes in a vehicle. It also has impact and emergency button recording modes, plus Google Maps integration for accurate location info.



news, deals & events

T-shirts celebrate hit phone traffic game

THE hit Crossy Road smartphone app, which imitates eighties arcade game Frogger, has had 90 million downloads so far, and there's now a merchandise store to cash in on that popularity. Log on to www.crossroadstore.com

to check out the range of clothing, gifts and accessories for adults and children alike, all featuring characters from the traffic-based app. T-shirt prices start at £13.99.



Brit upgrade kit for French hot hatches

FORGE Motorsport has produced an induction kit to fit a raft of French hot hatches, including the DS 3 and Peugeot 207 GT. The enhancements comprise a custom-wound silicone induction hose and top-quality Pipercross high-flow foam cone filter.

Gloucester-based Forge claims it gives the factory-fitted box and filter an extra 6bhp – recorded on an independent dyno. The kit costs £172.48 plus VAT, and is available from www.forgemotorsport.co.uk.

Goodwood Revival tickets still on sale

THE Goodwood Revival returns to the historic West Sussex estate on 11-13 September to celebrate a range of heritage cars. This year's theme is classic, timeless and nostalgic, and as ever models from the early 20th century will hurtle up the famous hill climb. Punters often dress in Revival fashions. Tickets are on sale at ticketing.goodwood.com.

■ IN Issue 1,378, we reviewed Driven by Toby Vintcent. We incorrectly stated it was published by Moreton St Books. It is in fact published by Arcadia (arcadiabooks.co.uk). We apologise for any inconvenience.

Know an event coming soon? Contact Cat_Dow@dennis.co.uk

PROTECT ALL FOUR WHEELS

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

PROTECT
ENHANCE
CUSTOMISE



For more information please visit
www.alloygator.com
or call us on 08450 707078



ScratchShield™ bucket filter system



- Prevents scratches & swirls
- Keeps your water cleaner
- Adjusts to fit most buckets
- Protects your sponge/mitt from dirt, grit & debris
- Lifetime Guarantee



Available from good
car accessory retailers

Tel 0845 5820285
sales@scratchshield.co.uk

www.scratchshield.co.uk



Best Buy Wheel Cleaner

Get 10% off 1ltr
auto-wheel + get a
free professional
wheel brush!

Use discount code -
BestWheelCleaner
when at the checkout



WWW.BILTHAMBER.COM

Tel: 01277 658899
Email: sales@bilthamber.com
Discount code is valid until 19/08/15

BILT HAMBER
LABORATORIES

metex car covers

THE BEST PROTECTION FOR GARAGED CARS
THE FLEECY SOFT FABRIC OF A METEX CAR DUST COVER WILL
GUARANTEE TO KEEP YOUR GARAGED CAR FREE FROM DUST
AND DAMPNES.

EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR
COVERING IT COMPLETELY.

WE COVER ALL MAKES, MODELS AND SIZE OF CARS.
EXAMPLE CAR COVER SIZE, E-TYPE JAGUAR 18ft X 11ft.



Phone now with your order: **01254 704625**
or order online at: www.cardustcovers.co.uk

Mini test

GOOD BUT FLAWED

Olixar Roadtune: The Universal Car Kit Solution

Best price: £23.99 Contact: mobilefun.co.uk

OLIXAR'S Roadtune is a nicely crafted, good-quality FM transmitter and in-car phone holder in one. Yet due to its design, it's not as universal as it claims. It relies on the 12V port being located away from the gearstick as it's obstructive otherwise.

The weight of the flexible cord and holder meant our phone didn't sit very securely in the horizontal 12V port, either. Still, we liked the fact it came with a USB adaptor on the device so you could charge the phone as it played.

Rating: ★★



FM transmitters tune in to smartphone music

AE Cat Dow

MOST new cars come with a wide range of audio options as standard, and allow you to connect your smartphone so you can listen to your own playlists, podcasts and audio books through the speakers.

However, you're likely to be more limited if you run an older model – and that's where an FM transmitter comes in handy.

They convert digital music on your smartphone into an FM frequency, which you tune your radio to pick up. The tech isn't new, but fresh features are being added. There are big differences in quality, design and price, too.

We tested three transmitters here to identify a true universal solution, taking prices from a range of sources as we went to press. The Belkin Tunecast was the easiest to use, while Pluscom's FM Transmitter was great value, so long as your 12V port is ideally located. Both are better than the Olixar Roadtune.

"FM transmitters convert music into a frequency, which you tune radio to pick up"

OUR FAVOURITE

Belkin Tunecast Auto with ClearScan

Best price: £23.99 Contact: www.belkin.com

THIS flexible transmitter is the most universal here. Belkin won our Issue 1,305 test and now offers its ClearScan app, which reduces in-car cable clutter and boosts sound quality – although if you want to switch to a friend's phone, they'll have to download the app first.

A suction mount for the transmitter would've been nice, but this is still the best choice, with Belkin's usual quality.

Rating: ★★★★★



BUDGET OPTION

Pluscom FM Transmitter

Best price: £4.38 Contact: etradehouse.com

BY combining the 12V plug and transmitter into one unit, Pluscom has produced a solid-feeling set-up. Unfortunately, the 'ball-and-socket' joint used to offer more flexibility in positioning is still very limiting.

This option is best suited to 12V ports that aren't surrounded by other switches or close to gearlevers. The sound was a little on the quiet side, but usefully it did feature a remote control.

Rating: ★★★



books, apps & games

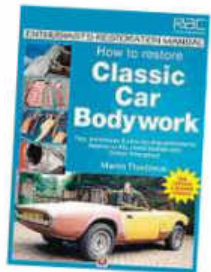


How to Restore Classic Car Bodywork

Martin Thaddeus (Veloce Publishing, www.veloce.com)

Price: £30 (paperback) Rating: ★★★★★

WITH the price of classics rocketing, this book couldn't be timed better – and the content doesn't let it down. Author Thaddeus is an enthusiast who wants to pass on his knowledge to help rookies avoid the pitfalls of restoring older cars' bodywork. Clear instructions and helpful images make this a must-read for any hobbyist collector, beginner or experienced.

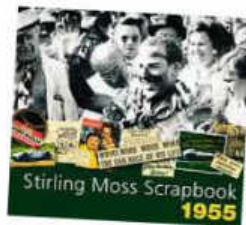


Stirling Moss Scrapbook 1955

Stirling Moss & Philip Porter (www.porterpress.co.uk)

Price: From £39.95 (hardback) Rating: ★★★★★

WE'RE big Stirling Moss fans, and dare anyone not to love the first in this collection of books charting his racing years. It's a collaboration with publisher Philip Porter that brings out the best bits of Moss' career and personal life, with the fluid narrative broken up nicely with a variety of press and private photos. A great keepsake for any motorsport fan.



Extreme Car Simulator

AxesInMotion S.L. Available on: iOS and Android

Price: Free Rating: ★★★

IN this fun smartphone sim, you start with a Lamborghini and race on streets and different terrain. As you earn credits, you can upgrade your car. Graphics are good and we like the customisable play options; tilt your phone or navigate with arrows. But the ads can get frustrating.



App of the week



Collision Call

Ramon Veneman Available on: iOS, Android

Price: £1.52 Rating: ★★

THE maker claims this app could save your life. In the event of an accident, Collision Call contacts the emergency services, plus designated family and friends – although we didn't crash to test it! Set-up is easy, but we found the app glitchy and unresponsive.



HASSLE FREE Fleet Car Solutions For Your Business

SHORT
TERM CAR
LEASING
from just 28 days

Benefits include:

- Managed fleets of modern vehicles
- No worries about investment and vehicle depreciation
- Flexible leases – great for contract workers
- Nationwide service and branches
- Small and large fleets tailored to your business



CALL US TODAY
0333 323 2660
sales@carsondemand.co.uk
www.carsondemand.co.uk

Composite ceramic technology

GTECHNIQ
SMART SURFACE SCIENCE

PROFESSIONAL



The best ceramic paint protection, unrivalled levels of gloss, scratch and chemical resistance

Service.gtechniq.com
01327 811 015



Cosmos Indoor Car Cover

Best price: £43 **Rating:** ★★★★★

Contact: 0845 194 7377,
www.comotpro.com



BEST BUY IT was tight at the top, but this keenly priced, two-tone Cosmos narrowly takes the win. The material is super soft and stretchy, making for a good fit on our test car. At only 130g per square metre, it's lightweight and easy to take on and off. No surprise then that it was among the midfield in the drop test, but it really starred in the breathability assessment, allowing the moisture to escape easily. It's also quick to pack away in its zipped bag. A great cover at a great price.



Metex Indoor Car Dust Cover

Best price: £45.50 **Rating:** ★★★★★

Contact: 01254 704625,
www.cardustcovers.co.uk



RECOMMENDED IF there's a lot of traffic through your garage then this could be the solution for you. It's essentially a heavy dust sheet made from soft yet robust material. There's no tailoring – you simply drape it over the car – so it's definitely easy to get on and off. It can't match rivals for fit, but its protection was the best on test and breathability was also good. The low price – you can add a logo for a reasonable £9.95 – completes an excellent package.

INDOOR CAR COVERS

We pick from eight to protect your car from dust and dings in the garage

PRODUCT GROUP TEST 12 | 8 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

STORING that cherished classic or weekend sports car in a garage protects it from the weather, but still leaves it exposed to dust, damp and inevitable knocks from bikes, tools and the like. For the best protection, invest in an indoor car cover to keep bodywork clean and ready to go, plus reduce the risk of scratches and dents.

There's a wide range on the market using several materials and a choice of fitting options, from a simple sheet to fully tailored versions shaped precisely to your car. So which is the one to keep your car safe from kids' bikes and garden tools? We slipped on eight to find out.



Classic Additions Soft Stretch Indoor Car Cover

Best price: £131.60 **Rating:** ★★★★★

Contact: 01938 561717,
www.classicadditions.co.uk



FOR that tailored look without the expense, this Classic Additions cover gets close. You can also add a logo and choose a colour. As the name suggests, it's stretchy and fitted our test car snugly, pulling easily over panels. It's also relatively thin, which means it performed well in the kettle test with moisture easily making its way through. However, it wasn't as effective for impact protection, where it struggled. It looks good on the car, but you pay for that with a higher price than some rivals.



Supertex Luxury Semi-Tailored Indoor Car Cover

Best price: £139 **Rating:** ★★★★★

Contact: 0333 800 8004,
www.theultimatefinish.co.uk



THIS semi-tailored cover is ideal for cars kept in car ports and barns as it's showerproof. It's certainly bulkier than most rivals here, using a thicker perforated outer layer with a fleecy lining. The material fared well in the drop test and still proved able to release moisture, if not quite as quickly as the best. Despite the semi-tailored design, the stiffness of the material meant it didn't sit as well on our test car as other designs, but for harsher storage conditions this is a good option.



Specialised Covers Prestige+

Best price: From £249 **Rating:** ★★★★★

Contact: 01943 864646,

www.specialisedcovers.com



RECOMMENDED THIS is the cover to go for if money's no object. It's made specifically for any car model and can be ordered in a range of colour combinations and options including stripe, logo and security packs. It looks superb and works well, too. It was close to the top in the drop test, the two-layer material with a fleecy inner and close woven cotton outer providing good protection. It was also among the best in the breathability test. Top performance and quality, but you pay for it.



Concours Luxor

Best price: £95 **Rating:** ★★★★★

Contact: 020 8550 0161,

www.concoursautoproducs.co.uk



If you keep your car in a public multi-storey or underground car park, the Concours Luxor is well worth considering as it comes with reinforced eyelets and securing straps. And if you don't need the straps, they can be neatly stowed in sewn-on pockets. The material has a satin outer finish with a soft fleecy inner surface and is stretchy, giving a good fit. It struggled a bit in the drop test, but was among the best for breathability. Well thought out and competitively priced.



How we tested them

WE wanted covers to protect against knocks, but not trap moisture inside. The former was tested by laying them on cardboard, and dropping items on them from two heights.

Breathability was rated using a moisture trap on one side of the cover and a boiling kettle on the other, noting weight gain after running for five minutes. We also looked at fit and security, whether you could pick colours and apply logos, and if there was a storage bag. The final factor was price for our Ford Escort, taken from online sources as we went to press.



Verdict

ALL our top five make great choices, but just inching ahead is the Cosmos cover, which strikes a good balance between price and protection. The tough Metex takes second from the superb, but pricey, tailored design from Specialised Covers.

1. Cosmos Indoor Car Cover
2. Metex Indoor Car Dust Cover
3. Specialised Covers Prestige+



Halfords Advanced All Seasons Car Cover

Best price: £49.99 **Rating:** ★★★

Contact: 0845 057 9000,

www.halfords.com



WHILE we focused our test on indoor covers, this Halfords version is also good for outdoors and claims to be fully waterproof while remaining breathable. We saw some weight gain in the kettle test, but it was a long way behind the indoor specialist products. It uses a similar stiff material to the Supertex cover, so the fit is compromised, but there are useful securing straps and strong elasticated ends. It was also one of the most effective against knocks.



Sakura Full Car Cover

Best price: £27.99 **Rating:** ★★★

Contact: 01488 689400,

www.saxon-shop.com



AT under £30, this water-resistant Sakura cover is easily the least expensive on test and offers basic protection. The thin nylon material was middle of the pack in the knock test giving decent resistance against lighter impacts. However, it didn't perform as well in the breathability test with a fair bit of moisture left on the inside, although there was some weight gain in the dryer. It does the job and is easy on the wallet, but there are better options for a few pounds more.

cosmos™

Auto EXPRESS BEST BUY 2015

INDOOR CAR COVER

SEAT COVERS

MATS

VEHICLE PROTECTION

VALET

TRAVEL & LEISURE

COSMOS MOTOR ACCESSORIES
 T: +44 (0) 845 194 73 77 E: sales@comotpro.com W: www.comotpro.com

Something For The Weekend!

THULE® SWEDEN

Bike Carriers, Roof Boxes, Roof Racks
 Water Sports Carriers & Luggage Bags

www.roofracks.co.uk
 01732 884408




www.watches.co.uk
 where time meets passion

SWISS WATCH COMPANY

We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

**Free Watch Valuation On-line
 INSTANT CASH PAID**

by appointment only:
+44 (0)20 8994 4567
 474a Chiswick High Road, Chiswick, London, W4 5TT



Rolex ■ Panerai ■ Tag Heuer ■ Audemars Piguet ■ Omega ■ Breitling ■ Zenith ■ IWC ■ Jaeger Le Coultre



**Auto
EXPRESS DRIVER
POWER**
YOUR VIEWS ON YOUR CARS



Honda Civic Mk9

YOU TELL US... Popular hatch is reliable and affordable to run

**41st
PLACE**

2015 Results Civic Factfile

Years: 2012 to present **CO₂:** 94g/km
Fuel economy: 78.5mpg (1.6 i-DTEC S)
Best options: Climate control, rear parking camera, MP3 connectivity, stop/start system
Prices: From £6,995

OVERALL SCORE Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better
89.79%

	200	150	100	50	1
RELIABILITY					45
BUILD QUALITY					62
RUNNING COSTS					23
PERFORMANCE					125
ROAD HANDLING					121
RIDE QUALITY					103
EASE OF DRIVING					91
SEAT COMFORT					110
PRACTICALITY					23
IN-CAR TECH					58

GOOD

"A REALLY reliable and practical car. Loaded with great tech, too."

"Great mpg for such a fun car to drive."

"Really impressed by the amount of boot space; never struggled with the shopping."

"Torque is excellent, and I've never found myself struggling to overtake."

"The Civic is a great car to do long distances in on the motorway."

"A great all-round car; practical, fun and versatile. I couldn't ask for more from my Civic."



NOT SO GOOD

"THE suspension is too hard and rigid for my liking."

"I've had a few niggles with the steering sensitivity and the instruments."

"Stop/start system could be better."

"The cabin feels too plasticky for my liking; I expected more."

"Service costs can add up: an oil and oil filter change cost me £260."

"The handbrake has caused me to make several garage visits."

"Overall finish lacks the quality I was expecting."

**How do you rate your car?
Tell us what you think**
www.autoexpress.co.uk/driverpower



Martin Saarinen

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q How can I buy a Corvette?

I WANT to buy a new Corvette C7 in the UK, but keep hitting dead ends as Chevrolet is ceasing its operations. Is there any way to purchase a UK-based C7, and how could I have it serviced?
Richard Moss, E-mail

A YOU can still buy a left-hand-drive C7 with under 1,000 miles from a private or specialist seller. The chevrolet.co.uk site still features a car configurator, but we rang a few dealers and were unable to find any on sale. Servicing is via Vauxhall dealers, which confirmed there will be a supply of spare parts for 10 years.

Q C-MAX child lock woes

WHENEVER I turn the ignition, the display on my 2013 Ford C-MAX says "Child Lock Malfunction – service required". But my dealer is unable to resolve it. Is this a common fault?
Ryan Atkinson, E-mail

A A NUMBER of owners in the UK have reported similar issues with their C-MAXes. In the US, Ford issued a recall for models produced in 2013 concerning faulty child locks. The company is said to have replaced the rear door latches as a solution.

Q Short-term leasing answer

I SPEND six months of the year overseas, and want to replace the car I keep in the UK – but I don't want to buy another model. Aside from renting, what other options do I have?
Chris Phillips, E-mail

A SHORT-term leasing seems the perfect remedy here. Many leasing companies offer short-term deals, ranging from one to six months, at competitive rates. We did a quick search, and found many cars on offer for around £400 per month, including VAT.

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



Get a Quote Online
warrantywise.co.uk



Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



NEED TO KNOW

The 1.0-litre engine is a bit underpowered, while the diesel is good yet costly. So the 1.33 petrol is our pick.

NEED TO KNOW

Multidrive CVT auto is either loved or hated by owners. Outside town, the manual gearbox is preferable.

NEED TO KNOW

Yaris should ride better; its steering offers little feel and the handling is disappointingly numb.



BUYER'S GUIDE: Toyota Yaris Mk3

FROM £5,000 Ultra-reliable supermini is a sensible second-hand purchase



Richard Dredge

WHEN Toyota launched the original Yaris back in 1999, it put the cat among the pigeons. Superminis used to be generally cheap and cheerful cars, but the Yaris offered a level of quality and reliability that buyers in the class weren't used to.

In typical Japanese fashion, the Yaris also offered an easy driving experience, with its light controls and ergonomic interior. The Mk3 model that arrived in 2011 built on the strengths of its predecessors, offering more interior space, more standard equipment and a higher level of safety than ever.

It still isn't the enthusiast's choice, and strong residuals mean it's no bargain, but if you want an easy life, then look no further.

History

THE third-generation Yaris arrived in September 2011 in three and five-door forms. Engine choices were 1.0 and 1.33-litre petrols or a 1.4 D-4D diesel; trim levels were T2, TR, SR and T Spirit. All engines came with a manual gearbox as standard,

while a continuously variable transmission (CVT) option was offered on the 1.33-litre.

The Edition and Trend special editions of summer 2012 were based on the T2 and SR respectively; and from January 2013, the Trend became permanent. The 1.5-litre Yaris Hybrid appeared in July 2013, with T3, T4 and T Spirit specs and a CVT only. A facelift in January 2013 brought new trim levels (Active, Icon Sport and Excel), a fresh nose design and a higher-quality interior.

Which one?

ENTRY-level T2 trim should be avoided, as it's poorly equipped, yet ESP is standard across the range. Aim at least for TR, which brings 15-inch rims, air-con, Bluetooth, rear parking camera and a touchscreen without nav.

The SR was offered only with the 1.33-litre engine, and aside from part-leather trim, its focus was on a racier look, so it comes with 16-inch alloys, privacy glass, lowered suspension and sportier detailing.

The range-topping T Spirit features a glass roof, dual-zone climate control,

automatic lights and wipers plus an auto-dimming rear view mirror. It's worth going for a car equipped with the Touch and Go touchscreen multimedia system, as it includes nav and other connected services.

Alternatives

JUST about every mainstream manufacturer offers a supermini, so you really are spoiled for choice. The Ford Fiesta is the best all-rounder, as it's plentiful and cheap, plus great to drive and generally well equipped.

Vauxhall's Corsa shares most of these attributes, yet it's not as engaging to drive. The Hyundai i20 and Kia Rio play the value card more heavily, as most models are generously equipped and reliable, too.

Mazda's recently replaced 2 is striking to look at and great to drive, and while the Volkswagen Polo isn't as affordable as most

rivals, it's well made, roomy and also good on the road. The MINI holds huge appeal due to its strong image and decent dynamics, but prices are high and practicality is poor.

Verdict

THE Yaris is a unique supermini, as it comes in petrol, diesel or hybrid forms, with the latter proving surprisingly popular. Toyota dealers are rated highly by customers, and the car is proving to be very reliable, so you know that it's unlikely to let you down.

It's a typical Toyota, so if you're looking for stress-free ownership, the Yaris should be top of your list. But while it's an easy car to own, it doesn't come with the feelgood factor that a small car should. The interior feels cheap and the design is uninspiring, while it's also dull to drive. So although the Yaris is a good supermini, it's not a great one.

"It's a typical Toyota, so if you're looking for stress-free ownership, the Yaris should be top of your list"



Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Toyota Yaris in our pictures.
Contact 023 8098 6917
imperialcarsupermarkets.co.uk

Tailgate

THE trim around the rear number plate can react with the tailgate, leading to corrosion. Dealers got a bulletin about it (ref BO-0086T-1213).



Tom Wood

Dashboard

SHINY dash plastics can lead to very distracting reflections in the windscreen at night. Some owners have even made their own dash-top mats to counteract it.



Engine

YARIS' petrol engines can misfire for no apparent reason. Switching everything off and then on again seems to fix things, but the cause remains unknown.



Economy

POOR fuel economy is a common gripe of Yaris owners – especially Hybrid buyers expecting 70mpg-plus, when 45-50mpg is a more realistic figure.



Performance

0-62mph/top speed
11.7 seconds/109mph



Running costs

52mpg (1.33l)
£49 fill-up



CO₂/tax

114-123g/km
£30-£110



www.autoexpress.co.uk/driverpower

OUR VIEW

THE Yaris came only 76th in our Driver Power 2015 satisfaction survey; falling from 57th last year and 35th in 2013. The highest score was for reliability (26th), followed by running costs (49th). Its lowest rating was for performance (156th), while 143rd for seat comfort and 138th for practicality are poor.

YOUR VIEW

SIMON McKechnie, from Conwy, north Wales, owns a 2012 Yaris 1.0-litre. "Everything about the car is either great or poor," he told us. "There's not much in between. The reliability, running costs, light controls, Touch and Go system and visibility are all excellent. But the seats are uncomfortable, and the performance is poor out of town."



Interior

EVERYTHING is clearly laid out, but some of the materials look and feel a bit cheap. The touchscreen in most cars is easy to operate, while cabin space is good – the Yaris can accommodate four adults, but five is a struggle. Boot space is good at 286 litres, or 768 litres with the rear seats folded down.

Contacts

Official
www.toyota.co.uk

Forums
www.yarisworld.com
http://yarisclubuk.com
www.toyotaownersclub.com
www.toyotanation.com

How much?

	15 2015	14 2014	63 2013	62 2012	61 2011
Model					
1.0 TR 3dr	N/A	£7,325	£6,895	£5,995	£5,450
1.0 Active 5dr	£8,450	£7,525	N/A	N/A	N/A
1.33 SR 3dr	N/A	£8,125	£7,625	£6,695	£5,995
1.33 Trend 5dr	£10,250	£8,995	£8,550	£7,525	N/A
1.33 TR auto 5dr	N/A	£9,995	£9,395	£8,275	£7,395
1.4 D-4D TR 3dr	N/A	£8,795	£8,275	£7,325	£6,250
Hybrid Icon+ 5dr	£12,895	£11,500	N/A	N/A	N/A

IF you can find an early Yaris in a private sale, you could get it for as little as £5,000, but most models are priced from £6,000. The few three-door cars on sale will set you back a similar amount to the five-door versions.

For £7,000, you can buy a 13-plate 1.33 Trend or a 12-plate 1.4 D-4D TR, both with 35,000 miles. Around one in five of the examples available is a hybrid – prices for these start at £9,000. Just one in 12 cars is a diesel; costing at least £6,500. One-sixth of petrol-engined Yarises features an auto box – also priced from £6,500.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.0	3-5	58mpg	99-111g/km	£0-£30
1.33	8-11	52mpg	114-123g/km	£30-£110
1.33 auto	8-11	56mpg	114-119g/km	£30
1.4 D-4D	11-12	72mpg	91-104g/km	£0-£20
1.5 Hybrid	8-11	76-80mpg	75-85g/km	£0

ALL editions of the Yaris need maintenance every 10,000 miles or 12 months. There are three levels of service: Intermediate, Full and Full+. For a regular car, these cost £135, £195 and £255 respectively, but the Hybrid bumps this up to £159, £209 and £269.

Toyota dealers work on fixed-price menu servicing for everything, so the cost of all service items is set (see a full list at tinyurl.com/pd6axdu). None of the various Yaris engines is fitted with a cambelt, but all models need fresh brake fluid every two years (£39), while the coolant has to be changed after 10 years or 100,000 miles. Following that, it has to be replaced every five years or 50,000 miles – which costs £65.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£40.50	£32.08
Front brake discs (pair)	£78.48	£60.26
Door mirror glass (electric)	£45.17	£10.99*
Front wiper set	£34.36	£22.10**

Prices for a 2012 Yaris 1.33. Dealer figures supplied by Toyota GB. Independent prices from Euro Car Parts (www.eurocarparts.com). *From carwingmirrors.co.uk. **From windscreenwipersdirect.co.uk

Recalls

THE Yaris Mk3 has been recalled four times. The first came in August 2013, as cars built in April 2013 could suffer from brake fluid leaks. Power-steering failure was an issue on models up to March 2012, and these were recalled in August 2013. Brake fluid leaks were behind another action in December 2014 for cars made in April 2014, but only hybrids – just 22 examples were affected.

The most recent recall came in January 2015 and affected turbo Yarises built up to September 2013, which could suffer from oil leaks – potentially leading to a fire.

Car hunter

£8,000 to spend on a reliable saloon

Dear Lawrence, My old Audi A4 V6 keeps letting me down, so I want a reliable, petrol saloon that's a little different from the norm. What's good for £8,000?

Colin Lafferty, Folkestone, Kent

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE CLASSY CHOICE



Lexus IS

FOR: Reliable, upmarket, dealer network

AGAINST: Cramped, rivals better to drive

NO list of reliable saloons is complete without a Lexus. The brand consistently tops our surveys for dealer service and build quality, and the Mk2 IS is highly rated, too. With the bulletproof 2.5-litre V6, a well built cabin, plus classy styling, it's a solid buy.

This isn't an exciting car to drive, but it's comfortable enough and you'll get plenty of satisfaction from its reliability. A 2009 IS 250 in SE spec with just 31,000 miles is £8,000.

THE MODERN CHOICE



Honda Accord

FOR: Newer tech, sharp styling, lots of kit

AGAINST: Firm ride, not the best image

MENTION Honda Accord and it's natural to think of an uninspiring mid-size saloon. But the Mk8 Accord is an underrated used buy, and you get plenty of car for your money. Famed Honda reliability hooks you in, plus it looks good, offers the most tech-laden cabin here, and has plenty of space for four adults.

It drives well, although the ride is on the firm side compared to rivals. Our classifieds search unearthed a 2009 2.0-litre ES GT with 63,000 miles for £7,695.

THE LEFTFIELD CHOICE



Subaru Legacy

FOR: Looks good, drives well, rare choice

AGAINST: Pricey to run, cheap cabin plastics

SUBARU'S Legacy saloon is the rarest of our trio, but that's not because it's poor in any way. It's the only car here with a bit of rally pedigree, with a pacy 'Spec B' V6 available. Other options include the 2.5-litre engine, which is adequate and reliable.

The Legacy looks smart and understated, and is the most engaging car to drive here. It's just a pity the cabin isn't up to scratch. We found a 2010 2.5-litre Legacy SE auto with only 24,000 miles for £7,950.

INTERIOR



THE Lexus has an upmarket look and feel inside, and the leather, tech and wood fixtures make it feel quite special. Space is not its strong point, however, with cramped back seats and a small 378-litre boot.



CABIN layout in the Accord can be confusing for some, but it's crammed with tech and feels solidly built. The seats split and fold in a different way to the other cars here, although the 498-litre boot is a decent size.



DESPITE offering plenty of room, the Legacy's interior is probably the least special here. Most of the kit is there, but the dash and door plastics feel cheap and a bit tacky. However, the 433-litre boot is bigger than the Lexus'.

RELIABILITY



NOT only did Lexus' garages top our Driver Power 2015 dealer survey, the current IS was crowned best model. This previous-generation compact executive model is also still well rated by owners.



THE Accord Mk8 finished 19th for reliability in our latest Driver Power survey, confirming Honda's legendary reputation for durable mechanicals. Owners generally have nothing but praise for the brand and its cars.



SUBARU'S most recent Legacy slumped to 76th place for reliability in Driver Power 2015, but this previous-generation car fared better. Owners tell us that diesels have the main issues; the petrols just keep on going.

PRE-OWNED

MITSUBISHI OUTLANDER PHEV

WE HAVEN'T JUST MADE THE UK'S BEST SELLING
PLUG-IN VEHICLE. WE'VE MADE IT AN EVEN
MORE ATTRACTIVE PACKAGE.



INTELLIGENT MOTION



NOW JUST £299 PER MONTH¹

Plus deposit and final payment.

The Mitsubishi Outlander PHEV is cutting costs across the country – and if you're quick, you can get hold of the UK's favourite plug-in hybrid for less than ever before.

We have a limited number of pre-owned Outlander PHEVs that are available now at under 10 months old and with less than 10,000 miles under their belts. They still deliver a staggering 148 mpg² and are still exempt from both road tax and the London Congestion Charge³. Make time for a test drive and find out how we can save you £1,000s.

We call this Intelligent Motion.

**REPRESENTATIVE EXAMPLE:
Mitsubishi Outlander PHEV GX4h**

On The Road (OTR) Price	£29,000.00
Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

**UP TO 32 MILES
ELECTRIC RANGE¹**

**148 MILES
MPG²**

**510 MILE
COMBINED RANGE⁴**

**ULTRA LOW
CO₂ EMISSIONS⁵**

Make time for a test drive | Visit mitsubishi-cars.co.uk to find your nearest dealer.

1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.



Figures of fun

These sports cars are exciting to drive, but which adds up to a better used buy?

Upmarket interior is well laid out and comfortable



Mazda MX-5
36.2mpg (official)
£58 fill-up



Mazda MX-5 2.0i Venture

Years: 2009 to date **Engine:** 2.0-litre 4cyl, 158bhp

Insurance group: 26 **Econ/CO₂:** 36mpg/181g/km

Why? Mazda's iconic MX-5 is perfect for those after a simple, fun, cheap and easy-to-live-with roadster.

Prices from: **£8,195**

IT doesn't matter if you're young or old, male or female, the Mazda MX-5's appeal stretches far and wide. This third-generation roadster was updated in 2009, but its older design still lacks the visual impact of the BRZ coupé, although inside it feels like the more luxurious car, despite the comparative lack of space.

There's plenty of kit, yet while practicality is no roadster's strong suit, the 150-litre boot is like a glovebox compared to the Subaru's.

Most buyers won't care about that once they hit the road, though. The Mazda's legendary agility and fun factor are ever-present, with loads of feedback and a lovely gearchange. It's softer and rolls more than the BRZ, but makes a more comfortable companion. And while its 2.0-litre engine is also down on power, in the real world, there's not much between the cars.

The MX-5's excellent reliability is well documented, and few mechanical issues have been reported. The earliest examples can rust, however, so check any potential buy closely.



Mazda is great fun from behind the wheel, with strong agility, but 150-litre boot is very tight

1 Mazda MX-5
★★★★☆

If these two cars were level on price, the Subaru would be our choice. Yet the sheer value offered by the MX-5, coupled with its fun factor and reliability, means it has to take the win here.



Sporty cabin has lots of kit, but quality is poor



Subaru BRZ
36.2mpg (official)
£58 fill-up

Subaru BRZ 2.0i SE

Years: 2012 to date **Engine:** 2.0-litre 4cyl, 197bhp

Insurance group: 30 **Econ/CO₂:** 36mpg/181g/km

Why? Sporty BRZ takes a back-to-basics approach to the sports car, and is seriously good fun to drive.

Prices from: **£15,995**



Sharp steering makes the BRZ a joy to drive, while boot space is more generous than MX-5's

2 Subaru BRZ
★★★★☆

THE BRZ is more modern, practical and capable than the MX-5, plus it's faster on a track. But as a used buy, it hasn't had the chance to depreciate enough yet, while its cabin feels a bit too basic.

THE BRZ is Subaru's near-identical version of the Toyota GT86. The cars were built and designed together, and attempt to bring proper rear-wheel-drive fun to the masses. Plus, the BRZ certainly looks the part, although some awkward details mean it won't suit all tastes.

It's the same story inside, where there are lots of sporty touches and kit, yet the switchgear and trim quality disappoint. The Subaru's far more practical than the Mazda, though, with four seats and a decent boot.

On the road, the BRZ is great – if not quite as fun as the MX-5. Quick steering, great balance and very little body roll make it a joy to throw around, although it's not hugely grippy. The ride is supple enough to be enjoyed everywhere. The 2.0-litre boxer engine loves to rev and is narrowly the stronger performer here, too.

Plus, Subarus have excellent reliability records, and we've yet to hear of any major issues. The cabin fixtures don't feel as durable as those in the Mazda, however.

Six times a winner!



Voted No.1 for Overall Service in the Auto Express Driver Power Survey for the last SIX years running

Special offer:

Join before 30th September 2015...
Save up to £30 off 1st year membership*

* Only available to new members. See website for full terms and conditions.

motoringassist.com/ae

or call 0345 3700 940 - lines open 24hrs



MX-5 OWNERS CLUB

Get the most from your MX-5! From tips on buying and selling, care, maintenance and restoration, plus exclusive access to Europe's largest MX-5 events. The MX-5 Owners Club's nationwide community of 6000+ members and enthusiasts is there for you.



**EXPERIENCE THE ALL NEW MX-5
2015 NATIONAL RALLY**
SUNDAY 6th SEPTEMBER 2015
KELMARSH HALL, NORTHAMPTONSHIRE



www.mx5oc.co.uk

www.facebook.com/mx5oc • www.twitter.com/mx5oc

You can join the MX-5 Owners Club in a number of easy ways

Call: 01984 656229 (9am - 5pm, Mon - Thu) Email: membership@mx5oc.co.uk

Write: MX-SOC, Kernhill, Shute Street, Stogumber, Taunton, TA4 3TU.

Specialist Car Insurance

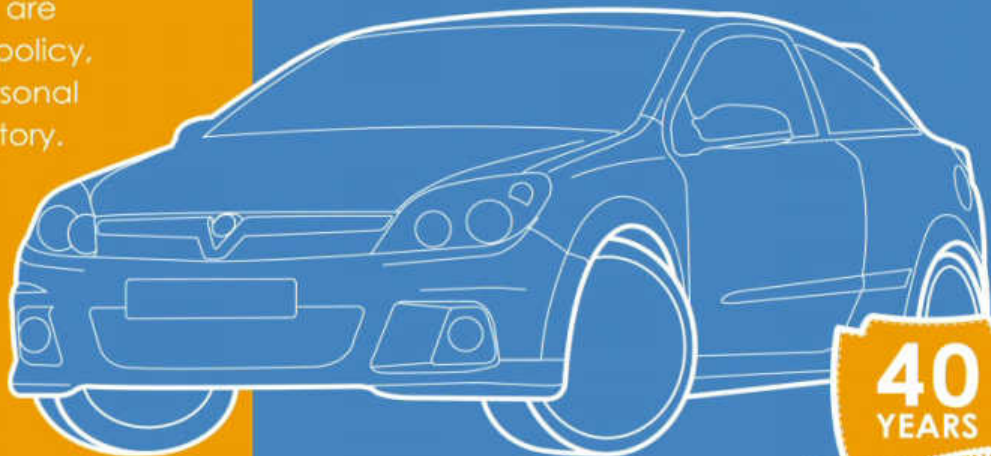
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Get Your Insurance In Gear



Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/unlimited miles

500 - 3657x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 87th

Eco band	MPG	0-62mph	CO ₂	Insurance group	List price
1.4 Tjet 500	G	43.5	7.9	155	£14560
1.4 Tjet 595 Turismo	G	43.5	7.4	155	£17990
1.4 Tjet 595 Competizione	G	48.7	6.7	155	£19990
1.4 Tjet 695 Biposto	G	43.5	5.9	155	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

Mito - 4063x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 153th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.5	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT D'active	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'oglio Verde	D	52.3	7.3	124	22	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	17	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'oglio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
--------------	---	------	-----	-----	-----	--------

4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
-----------------------------	---	------	-----	-----	-----	--------

B7 - 5032x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
-----------------------------	---	------	-----	-----	-----	--------

XD3 - 4651x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	M	42.8	4.9	174	50	£56450
-----------------------	---	------	-----	-----	----	--------

D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 2
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£44800

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 VTEC Nomad	N/A	3.4	N/A	N/A	£33000
----------------	-----	-----	-----	-----	--------

ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01505 644444 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
-----------------------	---	------	-----	-----	----	---------

Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.6	333	50	£140000
-----------------------	---	------	-----	-----	----	---------

DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
--------------------	---	------	-----	-----	----	---------

Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16330
1.6 TDI (116) SE 3dr	C	80.7	9.4	92	19	£15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16730
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17405
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19520
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25420

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18815
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20765
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	18	£20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22265
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24885
2.5 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£30980
2.5 TFSI (367) quattro RS3 5p/3dr	J	34.8	4.3	189	40	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£30340

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, Sportback: add £620, Saloon: add £1545, Cabriolet: add £3360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701x1716x1825mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 151st

UNIVERS POWER PULS 131SE						
1.8 TFSI (170) SE Technik	E	48.7	8.1	134	24	£27420
2.0 TDI ultra (130) SE Technik	B	68.9	9.3	108	23	£28240
2.0 TDI (190) SE Technik	D	60.1	7.7	124	N/A	£29740
2.0 TDI ultra (163) SE Technik	B	67.3	8.3	109	27	£29740
2.0 TFSI (225) Black Edition	H	39.2	6.4	166	34	£36585
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	40	£40085
4.2 V8 FSI quat S tronic RS4 Avant	L	26.4	4.7	249	41	£56545
Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (190), Avant: add £1200, Black Edition: add £1560 to 2.0 TDI (190), S line: add £1085 to SE, £1315 to add £3420 to SE Technik, S4 Cabriolet: add £1075 to S4						

A5 Sportback - 4712x1718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	£30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	29	£34730
2.0 TDI ultra (130) SE Technik Sdr	B	67.3	9.5	109	24	£31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	£31515
2.0 TDI (150) m/tronic SE Tech Sdr	D	58.9	9.4	127	24	£33340
3.0 TDI (245) quad 5 tron 5 line Sdr	G	48.7	6.2	152	34	£41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42990

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933x4979x1874-1936mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£31955
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£38095
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	£41415
3.0 BiTDI quattro tiptronic SE	G	47.1	5.0	159	43	£46125
4.0 V8TT quattro S tronic SE	K	30.7	4.4	214	47	£56000
4.0 V8TT quattro tiptronic R56 Avant	K	29.4	3.9	223	50	£77995

Auto: add £1490 to 2.0 TDI, quattro; add £1760 to 3.0 TDI (218), A6 Avant; add £2000, 5 line; add £2410-£2450 to SE, Black Edition; add £2175 to 5 line

Vorsprung durch Technik



With many standard features. Including extra headroom.



The Audi A3 Cabriolet Sport from £329 per month.* Includes:

- Fully-automatic acoustic hood
- 17" alloy wheels
- Front Sports seats
- What Car? Best convertible 2015

audi.co.uk/offers

Business users only with Contract Hire.*

Official fuel consumption figures for the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO₂ emissions: 113g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (August 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.



	Eco band	MPG	l/100km	CO ₂	Insurance group	List price
Flying Spur - 5299x1924mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145
Mulsanne - 5575x1926mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345
Continental - 4804x5290x1915-1945mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645
Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12						
BMW						
www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153						
Warranty: 3 years/unlimited miles						
iD - 3999x1775mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830
1 Series - 4324x1765mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 101st						
1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£22030
2.0 116d SE 3dr	B	70.6	8.3	104	19	£23325
2.0 116d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800
Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830						
3 Series - 4624x1811mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 51st						
2.0 318i SE	D	52.3	8.9	124	23	£24975
2.0 318i Sport	D	52.3	8.9	124	23	£25275
2.0 320i SE	E	48.7	7.3	134	30	£27255
2.0 320i Sport	E	48.7	7.3	134	30	£27555
2.0 320i M Sport	E	47.9	7.3	138	31	£29555
2.0 330i M Sport	G	43.5	5.9	151	36	£32805
2.0 340i M Sport	I	36.7	5.5	179	38	£38125
2.0 316d SE	B	68.9	10.9	109	20	£27435
2.0 316d Sport	B	68.9	10.9	109	20	£27735
2.0 318d SE	C	67.3	9.0	111	24	£28485
2.0 318d Sport	C	67.3	9.0	111	24	£28985
2.0 320d SE	C	67.3	7.5	111	31	£29785
2.0 320d Sport	C	67.3	7.5	111	31	£30085
2.0 320d EfficientDynamics Plus	B	72.4	8.0	102	31	£30845
2.0 318d M Sport	C	64.2	9.0	116	25	£30985
2.0 320d EfficientDynamics Sport	B	68.9	8.0	108	31	£30985
2.0 320d M Sport	C	64.2	7.5	116	32	£32085
2.0 330d auto M Sport	E	56.5	5.6	131	38	£37415
2.0 335d auto M Sport xDrive	F	51.4	4.8	145	43	£40330
3.0 335d M Sport	K	32.1	4.3	204	45	£56595
Auto: add £1730-£1420, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, £200 to M Sport (not 335d)						
3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A						
DRIVER POWER POS: 51st						
2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	7.9	155	31	£31905
2.0 328i SE	G	41.5	6.1	157	35	£33105
2.0 328i Luxury	G	41.5	6.1	157	35	£35105
3.0 335i Luxury	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	9.7	122	24	£31275
3.0 318d Luxury	D	61.4	9.7	122	24	£33275
3.0 320d SE	D	57.6	8.0	130	30	£32375
3.0 320d Luxury	D	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	136	34	£34305
3.0 325d Luxury	E	54.3	7.1	136	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d Luxury	E	54.3	5.7	137	40	£39705
3.0 auto 335d xDrive Luxury	F	49.6	4.9	149	42	£44120
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury						
5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 47th						
2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33865
2.0 520d SE	C	62.8	8.1	119	34	£33265
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8T DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8T DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed						
5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A						
DRIVER POWER POS: 47th						
2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d Luxury	G	48.7	6.2	153	44	£48965

	Eco band	MPG	l/100km	CO ₂	Insurance group	List price
3.0 auto 535i Luxury						
	J	34.4	6.1	192	44	£94665
3.0 auto 535d Luxury						
	G	47.9	5.7	154	46	£51885
4.4 V8 auto 550i Luxury						
	K	30.7	5.0	214	46	£59515
M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury						
7 Series - 5072-5121x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 740i SE						
	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE						
	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE						
	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE						
	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE						
	J	32.8	4.8	199	49	£71515
6.4 V12 auto 760Li SE						
	M	21.1	4.6	314	50	£120215
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7. Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li						
2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5T 218i SE						
	C	57.6	9.2	115	13	£22475
2.0T 220i Sport						
	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury						
	F	44.1	6.3	148	23	£31175
1.5 216d SE						
	A	74.3	10.6	99	11	£23410
2.0 218d SE						
	B	68.9	8.9	109	15	£24555
1.5T 220d Sport						
	C	64.2	7.6	115	21	£27255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models						
X1 - 4454x1798mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 100th						
2.0 xDrive20i SE						
	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE						
	D	57.6	11.5	128	18	£24230
2.0 xDrive18d SE						
	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics						
	C	62.8	8.3	119	24	£26760
2.0 xDrive20d SE						
	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE						
	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE						
	F	51.4	8.1	145	24	£28060
2.0 xDrive25d xLine						
	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport						
	G	47.9	6.8	155	27	£33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE						
X3 - 4657x1881mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 24th						
2.0 xDrive18d SE						
	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE						
	E	54.3	8.1	136	30	£33295
3.0 auto xDrive30d SE						
	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport						
	G	47.1	5.3	157	43	£46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000						
X4 - 4657x1881mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 xDrive20d SE						
	E	54.3	8.1	136	31	£36880
2.0 auto xDrive30d xLine						
	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport						
	G	47.1	5.3	157	43	£50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000						
X5 - 4886x1938mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 auto xDrive50i SE						
	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE						
	F	50.4	8.2	149	42	£42945
2.0 auto xDrive35d SE						
	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE						
	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE						
	G	45.6	5.9	164	47	£50910
3.0 auto MS50d xLine						
	I	42.2	5.3	177	49	£64020
4.4 V8T auto X5 M						
	M	25.4	4.2	258	50	£90170
M Sport: add £4700 to 30d SE or £4125 50i SE						
X6 - 4909x1989mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto MS50d xDrive						
	H	42.8	5.2	174	50	£66920
3.0 auto xDrive30d SE						
	G	47.1	6.7	157	45	£51150
3.0 auto xDrive40d SE						
	G	45.6	5.8	154	46	£53810
4.4 auto xDrive50i SE						
	K	29.1	4.2	225	49	£63065
4.4 V8T auto X6 M						
	M	25.4	4.2	258	50	£93070
M Sport: add £4120 to 50i SE or £4700 30d SE						
2 Series - 4432x1774mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 220i Sport						
	F	46.3	7.0	142	25	£26195
2.0 220i M Sport						
	F	44.8	7.0	148	26	£27545
2.0 228i M Sport						
	G	42.8	5.8	154	30	£28410
3.0 M235i						
	J	34.9	5.0	189	39	£34535
2.0 218d SE						
	C	65.7	8.9	114	20	£24415
2.0 218d M Sport						
	C	62.8	8.9	119	21	£26765
2.0 220d Sport						
	C	62.8	7.2	119	24	£27015
2.0 220d M Sport						
	D	58.9	7.2	125	25	£28365
3.0 auto 225d Sport						
	D	60.1	6.3	124	31	£30870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)						
4 Series - 4638x1825mm, EURO-NCAP N/A						
DRIVER POWER POS: 19th						
2.0 420i SE						
	F	46.3	7.3	144	30	£30125
2.0 420i Luxury						
	F	46.3	7.3	144	30	£32625
2.0 428i SE						
	G	42.8	5.9	154	33	£33520
2.0 428i Luxury						
	G	42.8	5.9	154	34	£36020
3.0 435i Luxury						
	I	35.8	5.4	185	36	£41725
3.0 435i M Sport						
	I	35.8	5.4	185	36	£42365
2.0 420d SE						
	D	60.1	7.5	124	32	£32495
2.0 420d Luxury						
	D	60.1	7.5	124	30	£34995
2.0 425d SE						
	E	56.5	6.7	131	34	£35430
2.0 425d Luxury						
	E	56.5	6.7	131	34	£37930
3.0 auto 430d Luxury						
	D	57.6	5.5	129	40	£40315
3.0 auto 430d M Sport						
	D	57.6	5.5	129	40	£40945
3.0 auto 435d xDrive Luxury						
	F	52.3	4.7	143	41	£45435
3.0T M M						
	K	32.1	4.3	204	42	£57050
Auto: add £1515-£1360, xDrive: add £3175 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury						
Z4 - 4239-4244x1790mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 Drive18i						
	G	41.5	7.9	159	38	£27720

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£60630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8 DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

18 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TTeDrive auto i18	A	113.0	4.4	59	50	£98985
-----------------------	---	-------	-----	----	----	--------

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 5VC 620W	N/A	2.8	N/A	N/A	N/A	£9995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DTY kit: £3000 less than factory build

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A

Warranty: 5 years/100000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
--------------	---	------	-----	-----	----	--------

Auto: add £1500, Convertible: add £5000

Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
------------------	---	-----	------	---	----	--------

C1 - 3466x1884mm, EURO-NCAP N/A

DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

3dr: add £160 to Flair 3dr; Airscape: add £160 to select models

C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: 163rd

1.0 PureTech (68) VTR	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VTR	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	A	68.9	14.3	95	6	£9595
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15380
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	95	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	61.4	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	95	18	£16240

ETG auto: add £620 to e-HDi (90) Exclusive

DS 3 - 3948x3962x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.2 PureTech (82) DStyle	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	18	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DStyle	D	50.4	7.5	129	26	£19000
1.6 THP (165) DStyle DStyle	A	76.3	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), DStyle: £900 less than DStyle

C4 - 4329x1789mm, EURO-NCAP N/A

DRIVER POWER POS: 19th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	76.3	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890

1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

DS 4 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 123rd

1.6 e-HDi (115) DStyle	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£19175
1.6 VTI (120) DStyle	F	46.0	12.2	144	14	£19855
1.6 THP (200) DStyle	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG DStyle	I	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DStyle	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

CS - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

DS 5 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: 106th

1.6 BlueHDi (120) DStyle	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	B	68.9	8.3	107	27	£31600
2.0 HDi auto Hybrid4 (200) DStyle	B	62.2	8.5	155	27	£28620
2.0 HDi (160) DStyle	B	68.9	8.3	107	27	£28620
1.6 BlueHDi (180) auto DStyle	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	102	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	58.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	140	13	£17095

ETG auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

C4 Picasso - 4428x1825mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETG VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	A	67.3	12.9	98	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	B	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETG VTR+	A	74.3	13.7	98	15	£22710
1.6 e-HDi (115) VTR+	B	70.6	11.8	104	18	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24710

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127

Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

NEW CAR PRICE GUIDE

Elite Registration

Tel: 01380 818181 www.elitereg.co.uk

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

These personalised registrations are offered on a first come, first served basis, subject to availability and our acceptance of your offer to purchase. Thousands more available. Prices fluctuate. All are subject to VAT and the £80 Dept. for Transport fee. See our website for more registrations plus terms of business and FAQs. Calls may be recorded. Trading for over 40 years. **PART-EXCHANGE CONSIDERED.** Write: P.O. Box 100, Devizes, SN10 4TB

[illegible]

ALL PRICED AT
£250
+ VAT + £80 Dft fee

[illegible]

WE ALSO BUY REGISTRATIONS

www.autoexpress.co.uk

12 August 2015 89

INFINITI

www.infiniti.co.uk / Dealers: 10

Warranty: 3 years/60,000 miles

Q50 - 4790x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	E27950
2.2d Q50 Premium	C	64.2	8.5	114	40	E30350
2.2d Q50 Sport	C	64.2	8.5	114	40	E32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	E40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	E41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium

Executive: add £3120 to Premium

Q60 - 4655x1770x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	E45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	E38780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	E38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	E41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	E42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	E32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	E35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	E44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	E34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	E38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	E38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	E42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	E44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	E42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	E44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	E54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08445 626 640 / Dealers: 97

Warranty: 5 years/150,000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	E23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	E24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	E29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	E26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97

Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	E29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	E23235
2.0d (163) Portfolio	A	75.0	7.9	99	24	E29975
2.0d (180) SE	B	67.3	7.4	109	25	E30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	E33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	E33675
2.0i (200) auto SE	I	37.7	7.1	179	24	E26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	E29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	E33995
2.0d (240) auto Portfolio	I	37.7	6.5	179	29	E33745
3.0 S/C (340) auto S	J	34.9	4.9	194	35	E44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	E32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	E34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	E36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	E32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	E35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	E37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	E49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	E49950

Auto: add £1750

XJ - 5122x2474x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F	49.6	5.9	149	48	E38690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	E62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	E69725
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	E71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	E74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	E76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	E10000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	E92405

Long wheelbase: add £3000 (not XJR, LWB Autobiography: add £8625 to 3.0d R-Sport

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	E51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	E60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	E86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 0800 04265337 / Dealers: 73

Warranty: 3 years/60,000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	E16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	E18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	E18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	E19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	E20995
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	E22795
2.0 Multijet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	E26995
2.0 MJe (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	E27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223x1751x1873mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	E29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	E31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	E30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	E32830

Wrangler Special Order programme: prices from £29025-E33445

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	E25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	E27495
2.0 MJe (170) Lude 4x4 auto	G	48.7	10.3	154	27	E29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	E34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	E37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	E39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	E42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	E46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	E50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	E60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170

Warranty: 7 years/100,000 miles

Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 125th

1.0 1.3dr	B	62.8	14.1	105	2	E8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	E11495
1.0 1.3dr	B	62.8	14.1	105	2	E10145
1.25 5dr	B	61.4	11.5	106	5	E10745
1.25 3dr	B	61.4	11.5	106	6	E11745
1.25 4dr	B	61.4	11.5	106	6	E12295

Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 59th

1.25 1.3dr	B	56.5	12.9	115	2	E10345
1.25 2.3dr	B	56.5	12.9	115	2	E12245
1.4 1.6 3dr	B	56.5	11.0	114	7	E14445
1.4 CRDi 1.5 3dr	A	74.3	13.4	98	6	E15545
1.1 CRDi 1.5 3dr	A	85.6	16.1	86	2	E12425
1.1 CRDi 2.5 3dr	A	78.5	15.9	94	2	E14145
1.4 CRDi 2.5 3dr	A	74.3	13.4	98	6	E14745
1.4 1.6 3dr	B	56.5	11.0	114	7	E16345
1.4 CRDi 4.5 3dr	A	74.3	13.4	98	7	E17445

Auto: add £905 to 1.4 2 & 3.5dr, add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	E12800
1.6 GDI Connect	G	41.5	10.6	158	10	E15000
1.6 CRDi Connect	E	56.5	10.8	132	9	E16600
1.6 GDI Mixx	H	38.7	10.6	170	11	E18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	E21450
81.4kW Soul EV	A	N/A	10.8	0	19	E24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

Cee'd - 4260x4310x1790mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 38th

1.4 1.5dr	E	47.1	12.4	139	7	E14805
1.4 CRDi 1.5dr	E	68.9	13.0	109	6	E15895
1.6 CRDi 1.5 5dr	A	76.3	11.5	97	12	E16495
1.4 2.5dr	F	46.3	12.4	143	8	E16695
1.6 GDI 2.5 5dr	D	52.3	9.8	124	12	E17395
1.6 CRDi 2.5 5dr	A	74.3	11.5	100	13	E18495
1.6 GDI 3.5 5dr	D	52.3	9.8	124	12	E19195
1.6 CRDi 3.5 5dr	A	74.3	11.5	100	13	E20295
1.6 GDI 4 Tech 5dr	F	47.1	9.5	137	13	E23795
1.6 CRDi 4.5 5dr	F	65.7	10.5	112	14	E21895
1.4 pro_ cee'd VR7 3dr	E	47.1	12.4	139	9	E14700
1.6 GDI pro_ cee'd 5.5 5dr	D	52.3	9.8	124	14	E17695
1.6 CRDi pro_ cee'd 5.5 5dr	A	74.3	11.5	100	13	E18795
1.6 GDI pro_ cee'd 5.5 5dr	E	47.1	9.5	137	15	E19795
1.6 CRDi pro_ cee'd 5.5 5dr	C	65.7	10.5	112	13	E20795
1.6 T-GDI pro_ cee'd GT 3dr	H	38.2	7.4	171	29	E20000
1.6 T-GDI pro_ cee'd GT Tech 3dr	H	38.2	7.4	171	30	E22700

Auto: add £1310 to 1.6 GDI 3 and 4, add £1110 to 1.6 CRDi 2, Cee'd GT: add £500 to pro_ cee'd GT, Sportswagon: add £1200, VR7: add £595 to 1.4 and 1.4 CRDi Cee'd 1, SR7: add £845 to Cee'd 1, SE Tech: add £2100 to pro_ cee'd SE

Optima - 4845x1830mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.7 CRDi 1.5 5dr	D	57.6	10.2	128	17	E19995
1.7 CRDi 2.5 5dr	D	57.6	10.2	128	17	E22895
1.7 CRDi 3.5 5dr	D	57.6	10.2	128	17	E25795

Auto: add £1550 to 2 and 3

Venga - 4068x1765mm, EURO-NC

Free download

Download the AUTO EXPRESS APP



- ✓ Start reading on your iPad for free
- ✓ Get news and content updates throughout the week
- ✓ Even more car news straight to your iPad
- ✓ Still get all your first drives, road tests & reviews, plus exclusive video content

To download search for
'Auto Express' on your iPad



	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881-4933x1847-1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 - 4050x1695mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5 (105) SE-L	A	83.1	10.1	89	15	£15995
1.5 (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x4585x1795mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2 (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2 (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2 (20), Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2 (150) SE	B	68.9	9.0	108	21	£22095
2.2 (150) Sport	B	68.9	9.0	108	21	£25295
2.2 (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CK-3 - 4275x1785mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 (120) ZWD SE	E	47.9	9.0	137	17	£17595
2.0 (120) ZWD SE-L	E	47.9	9.0	137	16	£18995
2.0 (130) ZWD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) AWD Sport Nav	F	44.1	8.7	150	19	£22495
1.5 (105) SE	B	70.6	10.1	105	15	£18995
1.5 (105) SE-L	B	70.6	10.1	105	13	£20395
1.5 (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to 1.5 (105) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CK-5 - 4540x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2 (150) SE-L	C	61.4	9.2	119	20	£23295
2.2 (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2 (150) Sport	C	61.4	9.2	119	21	£25695
2.2 (175) Sport AWD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2 (175) Sport, AWD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

Auto: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4232x1780mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1150 to A250

B-Class - 4393x1785mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.5	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26950
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
-----------------------	---	------	-----	-----	----	--------

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	5.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.5	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.5	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£60060
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night D	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition F	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 auto E 300 B7C Hybrid AMG Night	H	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	H	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC AMG Night	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG	L	28.8	4.2	230	47	£74725
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84720

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x5433x1899mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 auto S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 65	L	28.0	4.4	237	50	£121680
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long	D	64.2	N/A	123	14	£22162
1.2 112 Traveliner	E	46.3	N/A	140	12	£19666

Extra-Long Twists: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845
1.5 auto V250 BlueTEC SE	H	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015

Extra Long: add £1535

GLA-Class - 4417x1850mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Sport	C	55.4	8.3	132	28	£30645
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44600

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

GLC-Class - 4656x1890mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto GLC 220 d 4MATIC SE	D	56.0	8.3	129	N/A	£34950
2.1 auto GLC 250 d 4MATIC SE	D	56.0	7.6	129	N/A	£36195

Sport: add £2495, AMG Line: add £3990

GLE-Class - 4819x1935mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport	G	47.9	8.6	155	41	£49280
---------------------------------	---	------	-----	-----	----	--------

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
--	----------	-----	---------	-----------------	-----------------	------------

3.0 auto G 350 d 4MATIC	E	25.2	9.1	295	50	£87795
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
2.1 auto E 220 BlueTEC AMG Line	E	57.7	8.3	129	40	£39310
3.0 auto E 250 CDI AMG Line	E	57.7	7.3	129	44	£40930
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42625
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	£125605
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	£183075

SLK-Class - 4134x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350

Auto: add £1505 to SLK 200

SL-Class - 4617x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£83130
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	£114185
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	£173360

Mercedes-AMG GT 4-Door: add £11760 to SL 400, add £12205 to SL 500

AMG GT - 4546x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£105060

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/unlimited miles

MG3 - 4018x1729mm, EURO-NCAP☆☆☆

DRIVER POWER POS: 10th

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A

DRIVER POWER POS: 28th

1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	17	£13995
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	£16195
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	£17995

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821x3850x1727mm, EURO-NCAP☆☆☆

DRIVER POWER POS: 9th

1.2T One	B	61.4	9.9	108	20	£13750
1.2T One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15360
1.5 Cooper D	E	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)

Clubman - 4253x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	9.1	118	N/A	£19995
2.0T Cooper S	F	45.6	7.2	144	N/A	£22755
2.0 Cooper D	B	68.9	8.6	109	N/A	£22665

Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 145th

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.8T Cooper S	E	47.1	7.3	139	32	£21060
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£20370
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 113th

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
--	----------	-----	---------	-----------------	-----------------	------------

Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£18640
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24895
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

Mirage - 3710x1665mm, EURO-NCAP☆☆☆

DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£9054
1.2 Mivec 2	A	68.9	11.7	96	18	£11054
1.2 Mivec 3	A	65.7	11.7	100	18	£12054
1.2 Mivec auto 3	A	68.9	12.8	95	18	£13054

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 95th

1.6 Mivec 2C	E	48.7	11.5	135	15	£15434
1.6 Di-D 2C-M	E	47.9	11.5	136	15	£17684
1.6 Di-D 2C-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD 2C	E	56.5	11.2	132	18	£23584
2.2 Di-D auto 4WD 2C-H	G	48.7	10.8	152	23	£23134

Outlander - 4655x1800mm, EURO-NCAP☆☆☆

DRIVER POWER POS: 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£34234
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	26	£28304
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	27	£32954
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	24	£35054

Auto: add £1700 to GX3, add £1450 to GX4, GX3/GX4s add £500 to GX4/GX4s

L200 - 5005x1855x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34340

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385x4900x1875mm, EURO-NCAP N/A

DRIVER POWER POS: 81st

3.2 Di-D SWB SG2	K	36.2	9.7	207	32	£27144
3.2 Di-D SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 Di-D LWB SG2	K	34.9	10.5	213	32	£29544
3.2 Di-D auto LWB SG3	K	33.2	11.1	224	34	£34744

Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
---------------	-----	-----	-----	-----	-----	--------

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	F	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	33.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/unlimited miles

Micra - 3780x1675mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11845
1.2 (80) Tekna	C	56.5	13.7	115	5	£13245
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14445

Auto: add £1000 to 1.2 Acenta/Visia, DIG-S Tekna

Note - 4100x1690mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 143rd

1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16425

For car buying advice, would you go to neighbour Petulia?



No, for real-life, no-nonsense, buying advice go to Carbuyer

We won't just tell you what it is like to drive a car, we'll tell you what it is like to own. We'll reveal the running costs, explain what might go wrong and you can find out what existing owners think. So for information that'll help you buy your perfect new car, there's only one place to go.

carbuyer.co.uk

✓ Trusted reviews ✓ Owner opinion ✓ Expert advice

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
RCZ - 4290x1845mm, EURO-NCAP N/A DRIVER POWER POS: 74th						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£22950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.6 THP (156); GT: add £2400 to Sport						

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GT	L	26.4	4.4	249	50	£93391
4.8 V8 Tipt Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 Tipt PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan

Macan - 4681x1923mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
2.0 TDI PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V6 TDI PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne

Cayenne - 4855x1939x1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8 Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£83574
4.8 V8 Tipt Tronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster

Boxster - 4374-4414x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459
PDK: add £1782 (£2201 to GTS, not Spyder)						

Cayman

Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451
PDK: add £1782 (£2351 to GTS, not GT4)						

911

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.6 Carrera	K	31.4	4.8	212	46	£73509
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.6 Carrera Cabriolet	K	30.7	5.0	217	49	£82169
3.8 Carrera S Cabriolet	L	29.1	4.7	225	50	£92204
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£96602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.8 Carrera 4S	L	28.5	4.5	234	48	£84400
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£97060
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£104385
3.8 Targa 4S	K	29.7	5.2	223	49	£87025
3.8 Targa 4	L	28.2	4.8	237	50	£97060
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£159054
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296
PDK: add £2238 (£2947						

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
--	--	--	--	--	--	--

17hp Urban	A	N/A	N/A	0	10	£6855
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

Twingo

Twingo - 3590x1640mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9 TCE (90) S&S Dynamique	A	65.1	11.7	96	13	£14875
0.9 TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe

DRIVER POWER POS: 5th						
75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043
Battery hire: from £25 per month (included with 'Y' models)						

Clio

Clio - 4052x1731mm, EURO-NCAP N/A DRIVER POWER POS: 70th						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9 TCE (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	63.1	11.7	96	13	£14875
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9 TCE (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	63.1	11.7	90	13	£15975

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
0.9T TCE (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	63.1	11.9	93	13	£16975
1.2 TCE (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC Renaultsport Trophy	E	47.9	6.6	135	29	£21780
Auto: add £1300 to dCi Dynamique; Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE						

Megane

Megane - 4295x1808mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th						
1.6 (110) Expression+	G	40.9	10.5	159	13	£16790
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19245
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17790
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCE GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav; add £1500 to Dynamique Nav (not 1.6 (110), Sport Tourer); add £1000						

Megane Coupe

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th						
1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCE GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-H	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav; add £1500 to Dynamique Nav (not 1.6 (110), Coupe Cabrio); add £3600						

Scenic

Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 70th						
1.6 VVT (110) XMOD Dynam Nav	I	36.7	11.7	178	19	£19370
1.2 TCE (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 TCE (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.6 VVT (110) Dynamique Nav	H	38.2	11.7	174	19	£19365
1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495
Auto: add £1100 to 1.5 dCi (110), Limited; add £600 to 1.6 VVT, £500 to 1.2 TCE, 1.5T & dCi (not XMOD), Grand Scenic; add £1220 (not XMOD)						

Captur

Captur - 4122x1778mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 44th						
0.9T TCE (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15995
0.9T TCE (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 TCE (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695
Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav; add £2500 to Dynamique Nav						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI DSG SE 3dr	D	53.3	9.7	124	12	£14185
1.2 TSI SE Eco motive 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI+TECH 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR 3dr	C	60.1	7.8	109	12	£15495
1.6 TDI FR 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR 3dr	C	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra 3dr	E	47.9	6.9	139	27	£18880

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition; add £600 to 1.4 TSI ACT FR.

Toledo - 448x1703mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14285
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Eco motive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Eco motive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85)).

Leon - 426x1784mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 4th

1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Eco motive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	129	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr; Leon ST: add £925.

Altea - 428x1768mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 18th

1.6 TDI (105) Eco motive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £270.

Alhambra - 485x1904mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 TDI (140) Eco motive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S.

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135

Warranty: 3 years/50,000 miles

Citigo - 356x1611mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 31st

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

55G auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech: add £360 to (60) SE and Elegance.

Fabia - 395x1732mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	B	63.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models.

Rapid - 448x1706mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 25th

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (80) S	C	55.4	11.8	119	10	£13980
1.2 TSI (80) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	B	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (80), 1.4 TSI, and all 1.6 TDI SE and Elegance models.

Octavia - 465x1814mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 11th

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (110) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine II	C	60.7	10.6	99	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only).

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
--	----------	-----	---------	-----------------	-----------------	------------

Superb (NEW) - 485x1864mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	N/A	£20040
1.4 TSI (150) SE	C	57.7	8.4	115	19	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	N/A	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	N/A	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	N/A	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	N/A	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE.

diesel, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI).

Roomster - 421x1684mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 62nd

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (80) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (80) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	37.9	16.4	115	19	£15190
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15540
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE.

Yeti - 422x1793mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 2nd

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	F	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	T	36.9	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	F	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE.

SMART

www.smart.co.uk / Brochure: 0800 000 8080 / Dealers: 48

Warranty: 3 years/unlimited miles

fortwo - 269x1663mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 349x1665mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68

Warranty: 3 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES.

1.4T (150) S **E** 47.9 8.5 139 15 £16995
 Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736x1746mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	11	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	C	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13850
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	C	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	110	10	£12595
1.3 CDTi (75) S/e ePLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ePLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	C	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	110	10	£13240
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	30	£17995

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VXR-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 17/2nd

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	B	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) eFLEX S/S Excite	A	63.0	11.8	99	15	£19845
1.4 VVT (100) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F	45.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.9	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/e 99g SRI	A	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/e BiTurbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1340 to 1.6 VVT, Sports Tourer: add £670, £1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Election	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 16/5th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8 VVT (140) Design Sdr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design Sdr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	64.3	9.5	114	20	£19554
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	18	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 CDTi (195) S/S SRI Sdr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VXR-Line Sdr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite Sdr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	15	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S auto Elite Sdr	D	60.1	8.7	125	24	£27379
2.8 V6T VXR Super Sport Sdr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 18/6th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£18600
1.7 CDTi (110) auto S	E	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	E	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	E	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusive SE, Exclusive: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 7/9th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.4 CDTi (136) Exclusiv	E	54.0	11.5	109	11	£19545
2.0 CDTi (110) ES	E	54.0	11.5	109	11	£22530
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23390
2.0 CDTi (130) eFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300

2.0 CDTi (165) S/S Exclusiv **E** 54.0 9.1 137 19 £24695
 2.0 CDTi (130) ecoFLEX S/S SE **C** 63.0 10.6 119 15 £25475
 2.0 CDTi (165) S/S SE **E** 54.0 9.1 137 19 £26090
 2.0 CDTi (195) S/S BiTurbo SE **E** 50.4 8.5 149 21 £27740
 Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusive, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 8/8th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusive, SE: add £2500 to Exclusive

Antara - 4596x1859mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21300
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusive diesels

GTC - 4465x1840mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 12/nd

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
6.2 V8 GT5	M	18.5	4.2	363	50	£54499
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56224

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223
 Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 5/4th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
BEV (82) e-up! 5dr	A	N/A	12.4	0	10	£19270

Auto: add £995 to Move up! and High up!, 5dr: add £375 to 3dr,
BMT: add £360 to Move and High up!



Nissan delays WEC race return

■ **Testing focus for GT-R LM**
■ **No major rethink for 2016**



Stephen Errity

Stephen.Errity@dennis.co.uk

AE NISSAN has announced that it will delay its return to the LMP1 class of the FIA World Endurance Championship (WEC) and instead focus on solving technical issues encountered in the Le Mans 24 Hours.

Problems with the GT-R LM's energy recovery system (ERS) meant it had to run on petrol power alone at Le Mans, which compromised its acceleration out of corners and resulted in lap times far off the pace of rivals Audi and Porsche.

"People will be disappointed, but be assured no-one is more disappointed than us," said Shoichi Miyatani, the president of Nissan's motorsport arm.

"We are racers and we want to compete, but we also want to be competitive. That's why we've chosen to continue our test programme and prepare the GT-R LM for the strong competition we face. When you innovate, you don't give up. We're committed to overcoming this challenge."

The announcement only affects Nissan's LMP1 car – activities in the Blancpain Endurance Series, Japanese Super GT and other championships will continue. The latest edition of the GT Academy 'gamer-to-racer' programme is also going ahead.

"We've said it before, but innovation hurts," said Darren Cox, Nismo's head of brand, marketing and sales. "We've



Nissan began testing the GT-R LM at the US Grand Prix track in Austin, Texas after Le Mans

built an LMP1 car that's very different to other racing cars as we continue to drive motorsport innovation.

"The beauty of this programme is that people have got behind us and are willing us to succeed. This has shown us once again that people want something different

in motorsport and that gives us increased motivation to make our car competitive."

Nissan says that it'll be continuing the test programme for the GT-R LM Nismo "predominantly but not exclusively" in the US (the team is based in Indianapolis) and that a decision on the date of its WEC return will be made in due course, depending on the progress made by the test programme.

The next round of the World Endurance Championship takes place at Germany's Nürburgring circuit on Sunday 30 August.



■ **MOTIVATION** Nismo brand chief Cox says team is determined to make the radical front-wheel-drive car competitive

"A decision on when Nissan returns to racing will be made depending on the progress of testing"

BMW reveals full M6 GT3 details

BMW has revealed further technical details of its new M6-based GT3 racer, ahead of the car's official unveiling to the public at next month's Frankfurt Motor Show.

The successor to the Z4 GT3, which won this year's Spa 24 Hours, will be powered by a 4.4-litre twin-turbo V8 developing around 585bhp. Total weight is less than 1,300kg and BMW promises 30 per cent lower running costs than its predecessor.

British BMW works driver Andy Priaulx said: "At recent tests, I was impressed with the driveability of the car. It's a really big step forward compared to the Z4 GT3."

The M6 GT3 will be available to order on 15 September, priced just under £267,000. It's expected to make its race debut early in 2016, most likely in the US or Middle East.



All-new M6 GT3 customer racer is ready to take on Porsche 911 and Mercedes AMG-GT

Fresh Aston deal for Darren Turner

ASTON Martin works driver Darren Turner has re-signed with the team for another three years.

The twice Le Mans winner was linked with a move to Ford's new GT programme, but will now stay with the outfit he's raced for since 2004.

He'll also get added responsibilities at Aston's road-car division, building on his involvement with the Vulcan hypercar. He said: "GT racing is going from strength to strength and I'm looking forward to developing new cars."



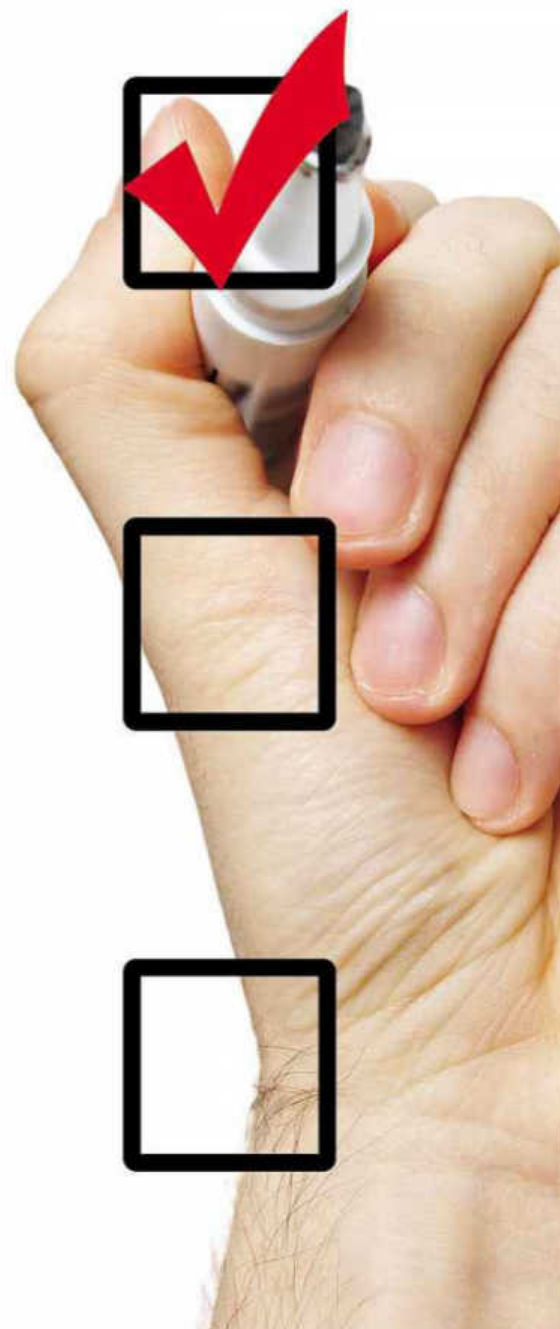


The UK's biggest and best car satisfaction survey

**DRIVER
POWER
2016**

**IS NOW
OPEN!**

**TELL US ABOUT
YOUR CAR
FOR A CHANCE
TO WIN £2,000
WORTH OF PRIZES**



Go to www.autoexpress.co.uk/driverpower

AE TOO many companies retailing cars, servicing and insurance continue to leave customers deeply dissatisfied. Whether it's arrogant contempt, greedy pricing policies or unprofessionalism, they seem determined to drive clients away.

It's madness. They spend fortunes attracting customers – only to ignore them or handle them atrociously when they arrive at the showroom or phone up. Result? Dissatisfied consumers walk – into the arms of one of the many firms that understands and delivers customer satisfaction.

I know this because I am that consumer. I'm also a fan of Volkswagens. That's why I've bought and owned several, and still own a couple. But the 'customer experience' (or lack thereof) I recently endured when purchasing a brand new VW plus under-warranty servicing and repair work from a franchised dealership was so woeful that I'm not sure I'll hand another penny to another official VW retailer ever again.

For sure, if I was in the market for a city car, I'd ignore my first choice (VW's up! – the 2012 World Car of the Year) and opt for a Citigo or 108 instead. Why? Because of VW's dealer network compared to Skoda's or Peugeot's.

It's bonkers that this loyal customer may stop buying VWs – not because he has a problem with the cars, but because he and plenty of other VW loyalists have problems with the failing network that sells, services and repairs them. Badly.

It's a similar deal when purchasing insurance. I've bought policies from the AA before, but its prices are absurdly high. Even worse is More Than, the insurer that recently tried to up the price of my policy by 50 per cent at renewal time. It's disgraceful behaviour like this that puts punters off.

The evidence from me and the 61,000-plus readers who took part in our most recent Driver Power survey is clear – failing big brands need to stop the arrogance and contempt, start smiling, and begin delivering better quality and pricing.

If not, I and countless others will be forced to defect to superior rival firms who have more respect for us, our requirements, our credit cards and our cheque books. And, believe me, we will.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

Companies spend fortunes attracting – only to ignore them or handle them atrociously at the showroom

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

next week

DRIVEN



New Jaguar XF

The definitive verdict as all-new executive star gets lightweight tech and fresh engines

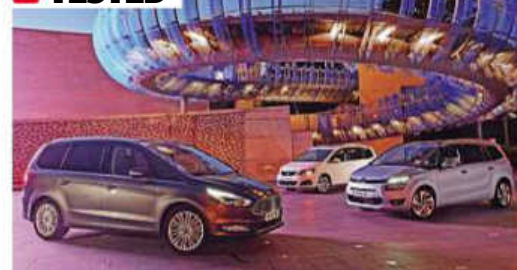
REVEALED



C-Class Coupé

You've seen the spy shots – now we can finally take the wraps off sexy new Merc

TESTED



New Ford Galaxy vs Citroen & SEAT

Battle for seven-seat MPV supremacy as Ford faces Grand C4 Picasso and Alhambra

News **Product tests**
 Drives **Features & Sport**

on sale
Wednesday 19 August
Contents are subject to change



WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month.

Best of all it's been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by Quentin Willson



QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide
warrantywise.co.uk/guide



THEO IS WARRANTY WISE

Warrantywise are delighted that Theo Paphitis has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: www.warrantywise.co.uk/theo

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online

warrantywise.co.uk

or call us on Freephone 0800 121 4770



Warrantywise

Simply the Best in the Business



I want a nice little car for an even nicer little deposit. #SR7

3:40 PM



0% APR

REPRESENTATIVE

PLUS FIRST 3 SERVICES FOR £99
£500 TOWARDS YOUR DEPOSIT

£185

customer deposit

£185

per month



picanto SR7

£4,020 optional final payment. 9,000 miles p.a. 25 month term on Personal Contract Purchase. From nil deposit.



The Power to Surprise

You make us make better cars, like the new Picanto 'SR7' special edition. You want great features like Bluetooth®, reversing sensors, alloy wheels and a leather trimmed steering wheel that puts controls at your fingertips. The SR7 range also comes with our Care-3 servicing package that covers your first 3 services for just £99. You asked for it, you got it.



Fuel consumption in mpg (l/100km) for the Kia Picanto 'SR7' 3-door: Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 62.8 (4.5). CO₂ Emissions are 105 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Picanto 'SR7' between 01/08/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Picanto 'SR7' 3-door 1.0 68bhp 5-speed manual at £9,145 with £700 customer saving. Non offer price £9,845. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 is the Kia Servicing Package that covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.